THE MENING JOURNAL The Mining Journal COMMERCIAL GAZETTE.

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No. 697 .-- Vol. XVIII.

LONDON, SATURDAY, DECEMBER 30, 1848.

PRICE 6D.

STEAM-ENGINE AND MINING MATERIALS FOR SALE.

STEAM-ENGINE AND MINING MATERIALS FOR SALE.

MR: WILLIAM BROWNE has received instructions to SELL,
at Ten delock in the forenous, the whole of the PLANT of MATERIALS and following day,
at Ten delock in the forenous, the whole of the PLANT of MATERIALS and MACHIEEXT belonging to the GREAT HEWAS MINE, near ST. AUSTELL, CORNWALL,
Consisting of a 66-inch cylinder STEAM-ENGINE, with two hollers, about 28 tons.
A very good BOILER, about 12 tons, lying on Hallenbeagle Mine, near Blackwater.
A 40-feet WATHEWIEEL, 4 feet breast, oak aale, iron ecokote, with 16-band stamps
attached, iron litters, &c.
A 32-feet ditto, 3 inch breast, ditto ditto, 8-head stamps attached, ditto.
A 13-feet ditto, 3 inch breast, ditto ditto, 4-head stamps attached, ditto.
A 13-feet ditto, 3 inch breast, ditto ditto, 4-head stamps attached, ditto.
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A 13-feet ditto, 3 inch breast, ditto ditto, 4-head stamps attached, ditto.
A 13-feet ditto, 3 hoo, 10 inch, 3 inch a 10-feet, 1

alvans of the mine.

The above materials, which have been placed on the mine within the last two years, are been carefully selected, and are, in general, quite squal to new. An early attentions is requested, as the whole must be sold in two days.

Any information may be obtained of Richard Pearce, Esq., Pensance; Capt. Trevans, in the mine; or of Mr. William Brown, auctioneer and appraiser, Charlestown, St. tustell.—Dated December 26, 1848.

ALUABLE MINE PROPERTY TO BE SOLD, BY TENDER-GREAT MICHELL CONSOLS MINE AND MATERIALS.

1 9-feet 13-inch pump
1 7-feet 10-inch ditto
1 9-feet 10-inch ditto
1 9-feet 10-inch ditto
1 9-feet 10-inch ditto
1 9-feet 10-inch ditto
2 6-feet 9-inch ditto
2 6-feet 9-inch ditto
3 5-feet 7-inch ditto
10-feet 7-inch ditto
10-feet 7-inch ditto
10-feet 7-inch ditto
10-feet 7-inch ditto
1 6-feet 7-inch ditto
1 6-feet 7-inch ditto
1 5-feet 8-inch ditto
1 5-feet 8-feet 8-feet 8-feet ditto
1 5-feet 8-feet 8-fee 2 and ngs and brasses and stand angle-bob, with

Large and I small pair of blocks Old cast-fron Brass

Castings or branch branch branch branch branch Clack seatings Clack seatings Clack seating Shart teakle, with pulleys Miner's disl, with quadrant attached Office furnished of the Casting Confect furnished Office furnish

palleys, and brauses
Funs. 10-inch ospitan-rope, nearly new
landry lofs of timber, plank, air-machines and pipes
Sandry iron, new and old
S-inch ditts bellows, nearly new
Salado iron

Large and Cold cast-from Brass Old cast-from Brass Old wrought-iron Brass Miners' tools Smiths' trough Large eistern Knocker, lise, and stand Flans, sugers, gimblets, hatchets, Sump-house grates Oil White fest 2 Wood matchings Also, a very powerful WATER-WHEEL, 46-feet diameter, 5-feet breast. About 155 fathoms of 2f horizontal-rods—complete. One main-bob at shaft, and two other bobs; hanging and other shaft-rods. Rod pulleys, with saddles and brasses.

The above Materials are in good condition, having been used only about Three Years.

This very valuable SETT is situated about 7 miles from Bottmin, and 4 from Campellsed, in the parish of SAINT BREWARD, country of CORRWALL, in leads of Sir H. Deslow, at 1-15th dines, for 21 years, about 19 of which are unexpired, and is now offered to BOR SALE, together (in one lot) with the MATERIALS. There are three lots is the set, and but partial trial to one given. The Great South Lode, which is in places, upperson of the bott of the set of the

sealed tenders to be forwarded to G. Kleckhoefer, Esq., 50, Threadneedle-street, Lon-a; or to Capt. T. Richards, on the mine, on or before the 10th January, 1849.

O BE SOLD, OR LET ON ROYALTY, the DARLASTON

The PUMPING and WINDING ENGINES are perfectly EFFECTIVE, and all the PLANT IN EXCELLENT REPS. The Birmingham Canal runs into the catale, and there is abundant design for its coduce of these mines at the surrounding from works for further particulars. It is considered the Galvanised Ton Company, S, Mansion-house-place, London; or to Canada for King Hill-field, Darlaston.

TO BE SOLD, OR LET ON LEASE (FREEHOLD), the PHERIC, HON-WORKS, WEST BROWNER, the district of SOUTH STAFFORDSHIEE, at present carried on by the "Galvanised from Company," these WORES, which are amongst the most oligible and computer in the district, own-

These WORKS, which are amongst the most called and complete in the district, comprise the filter of company."

These WORKS, which are amongst the most called and complete in the district, comprise the filter of called and complete in the district, comprise the filter of the filter

TO CONSUMERS OF GAS.—The PATENT GAS-LIGHT MONITOR—ADAPTED to EVERY DESCRIPTION of BURNER, and SUPPLIED to COST placing it within the REACH of EVERY CONSUMER—regulates the finance and the consumer of the con

LEAD MINES.—TO BE LET, on very advantageous terms, an EXTENSIVE TRACT of LEAD MINE. No workings have been yet constructed, but the district is well known to be peculiarly rich in lead ore; and there are retain indications on the leads in question as to suffor certain prospects of success in opening mines for the purpose of working the same.—Apply to Mr. Wm. Parry, Mortodicy Liandidnes.

COAL.—TO BE SOLD, OR LET, a valuable COAL MINE, the property of Sir Thomas G. Heatoth, Bart., situate about five miles from the important manufacturing town of BLACKBURN, in the township of Great Harwood, in the country of Lancaster. The mine has been recently proved, and found, at 77 yards from the surface, to be 5 shest in thickness, and of excellent quality. It is commonly called, or known by the name of, the UPPER MOUNTAIN MINE, and extends ever about 1000 statete acres, which will be divided into sultable lots.

A section of the Burness may be seen by applying to Mr. Booste, Refford Hall, Organization of the Mr. Whittle, onel visurer, Charnook Richard, Chorley—to cither of whom

CANNEL OR JET COALS—34s, per ton delivered.—The nobility, genity, and the public, are informed that a further SUPPLY of these COALS is at hand; and, to prevent any disappointment, ORDERS should be IMMEDIATELY FORWARDED to the AGENTS, as under:—For the city and east end, Thos. Messon and Sons, 46; Fenchurch-street, and Stratford, Essax for Southwark, &c., N. Messon and Sons, 46; Fenchurch-street, and Stratford, Essax for Southwark, &c., N. Messon and Nosic Horne, Holland-strest, Black-trisars—for Islington and north end, Edward Green, City-road for Wharf, City-road for Westimpister, Battern and Morton, Millbank—for Finition—for Cholese, Batteck and Co. Clesiese Wharf, City-road-for Greenwick, &c., Affred Ritchie, Deptford-bridge.

Collegy Office, 46, Fanchurch-street.

MENDIP HILLS MINES COMPANY.—

At a Special General Meeting of the shareholders in this company, held this day, the following resolutions were passed:—

E. H. BARWELL, Esq., in the chair.

E. H. BARWELL, Leq., in the chair.

Resolved,—That this meeting approves of the agreement entered into between the directors and Mr. Thomas Sorners, now read smill authorize the charboniders, for taking a lease of the Ubley Warren Blags, and certain sing ground adjoining, or near to it, and do accordingly sanction such agreement, and authorize the committee of directors to accept a lease from Mr. Thomas Somers in conformity therewith.—Carried unanimously.

Resolved,—That the thanks of the shareholders be presented to the chairman for his courteous canduct and lucid information, as also to the directors for their able management of the property of this company.—Carried unanimously.

WHEAL BENNY MINING COMPANY Offices, 4, King-street, Cheepelde, London, Dec. 28, 1948.

Adjourned General Meeting of the adventurers, hald at the offices, 4s above, JOHN ADDIS, Eq., in the chair, he balance-sheet, dated 14th Dec., 1846, was presented, showing a be mine of £85 7s. Bd.

It was resolved.—To confine the workings for the present to cutting the Ford lode, as the 30 fathom level, in Ford shart, and driving the south addit cross-cut, until such lodes in Lambercoe Wheal Maria sett, supposed to be identical with those in Wheal Benny, are more fully developed.

are more fully developed.

It was received,—That a call of £1 per share be now made, psychile on or before pith day of January mest, to the Union Bank of London, to the credit of Jonsthan I JAMES CROFTS, Secreta

spit day of January ment, to the Union Eank of London, so the credit of Jonathan Pickerfling, Eag., and others.

KINGSETT AND BEDFORD SILVER-LEAD AND COPPER MINES.

The set is one mile from east to west, and half a mile from pearly to see the day of Jonathan Pickerfling. Eag., and others.

The set is one mile from east to west, and half a mile from pearly to sent the south adjoining the Old Wheal Friendahlp Mine, that has returned a profit to the adventurers of £300,000, and is still in active and profitable working. To the north thereof is the Old Wheal Betsy Mine, which was worked for upwards of 60 years, and produced tens of the old wheal Betsy Mine, which was worked for upwards of 60 years, and produced tens of the sand of tens of rich silver-lead. To the work is the Morit Wheal Friendahlp Mine, and to the east Wheal Jewel, about to be worked by the Caradon party.

The COPPER LODES in this set are four in number, parallel to the Great Wheal Friendahlp lodes, and booking equally encouraging. The lead lodes are five in number one or two laws been already cut, and prived exceedingly valuable. The most remarkable feature in the miles is, that to machinary of any description is required, as all the lodes can be cutiand worked in the 40 fattom level, by means of a deep adit, which traverses the whole length of the set, north and south, and was driven two miles, at an expessor of £14,000, to unwater the adjoining mines. It was hoped that many lodes would have been discovered in driving this adit, but the occurrence of a slide prevented interesting any; and is is now a source of regret to the former owners that they should have allowed the set to go out of their hands, as, aince their abandonment, the above valuable indeed have been discovered by two poor working miners.

The DEBP ADIT exhibits evident signs of the richest copper deposits; the oxide of this mineral—of a dark green colour—oversymany fathoms of the side of the adit, at the seathers and the colour of the side of the side of the side of the side of the

FOURDRINIER'S PATENT SAFETY APPARATUS, for PREVENTING ACCIDENTS IN MINES AND OTHER PLACES, 22.

By the ADOPTION of this INVENTION the LIVES of the WORKING MINERS may be PRESERVED, and the PROPERTY of the MINE OWNERS PROTECTED from the serious consequences of cilter of the Bollowing accidents—4::

1. From the men, or the lead, being precipitated to the bottom of the shaft when the rope or chain breaks: in this case the apparatus is telf-accing.

2. From either the men, or load, being drawn over the pulley: in this case, also, the apparatus is self-accing.

3. From the fearful consequences to make or load of a "whirl," or run: in this case the result is equally crisis.

A COAL PIT, with the SAFETY APPARATUS ATTACHED to the CAGE, is daily at WORK near BURSLEM, in the STAFFORDSHIRE POTTERIES.

To inspect the apparatus, or to obtain any further information, application may be made of the Edward N. Fourdrinier (the patentee), Cheddleton, near Loek, Staffordshire, ar to Mr. Joseph Fourdrinier, 8, College-piace, Camden Town, London—who are prepared to GRANT LICENSES for the USE of the FATENT.

A NDREW SMITH'S PATENT WIRE ROPE—NOTICE

A AND CAUTION.—The UNDERSHONED begs to inform the Public, and especially the MINING, RAILWAY, and SHIPPING INTEREST, that he has become SOLE LICENSEE of Mr. ANDREW SMITH, for the MANURACTURE and SALE of his PATENT WIRE ROPE; and that he has taken to the premises, take hir. Smith's, at Minwall, Poplar, whore orders will be executed with the timeset attention and dispatch, and on reasonable terms.

Patent Wire Rope Works, Milwall, Poplar, Nov., 1848.

CAUTION.—Presons PURGHASING, or USING, the PATENT WIRE ROPES, NOT MANURACTURED by the above LICENSEE, are warned that they will be liable to be said for damages as indringers of Mr. Smith's Patent.

NATIONAL GAS BURNER.—After 18 months' trial, accumulated, in many instances, by severe tests, the result of which has elicits qualified appropriate, the NATIONAL ECONOMIC GAS RURNER stands pre-em Pasimonals from Samuel Clays, Esq., Consulting Gas Enginer. Testimonical from Samuel Clepy, Esq., Consulting Gas Europes pre-eminent Testimonical from Samuel Clepy, Esq., Consulting Gas Engineer.

I hereby certify, that I have examined the Maxional Economic Gas Engineer.

Paul and Co., London, and shad the consumption per hour of cobic feet of gas, at a presente of 5-10th of an inch to be respectively—No. 0, 4 feet; No. 1, 5 feet; and No. 2, 10 ft.; at the same time the filtuminating power is very great, the lights remarkably recode, with readom from smoke or smell of gas, with great parity of lights, and, in my opinion, they are decidedly the best patent gas burners in me.

London, Nov. 9, 1448.

May be somethered.

May be seen burning, and can be tested by an experimental meter, at the office of PAOL 8-Co., the Engineers and General Cas Fitters, No. 43, Skinner-street, Snow-bill, Loudon.—A detailed Description and Diagram, with stimonials at length, forwarded, post-free, on application.

TO CAPITALISTS AND ALL EET, on a LEASE for ever, upon the south-western coast of treatment and WATERPOWER, at a nominal rent, conditioned for the or wollen factory, or fax spinning mill.—For all particulars, apply Lea, county surreyor, Traico, county Eery, Iroland.—Doc. 16. 1848.

AND MINING COMPANIE.

Lead. allver, and O CAPITALISTS AND MANUFACTURERS .- TO BE

TO SMELTING AND MINING COMPANIES.—One who has had 20 years' practice in assaying copper, lead, silver, and other ores, would be glad to ENGAGE with a SMELTING or MINING COMPANY.—Satisfactory references can be obtained by addressing "J. L. J.," at the office of the Mining Journal, 96, Figet-street, London.

Pleat-treet, London.

TO MINERS AND PROPRIETORS OF MINERAL PROPERTY.—The ADVERTISER intends ERECTING FURNACES for the MANUFACTURE OF PIG-IRON; be is, therefore, analous to correspond with parties who have MINERALS to DISPOSE OF, and where the aame can be worked at a very choap rate—locality not so much an object as the cost of materials, especially the frontoine or over and is will be abscissely necessary that, these should be procured as such prices as will enable the proprietors to complete with any makers now in the trade. Farties desirous of the proprietors to complete with any makers now in the trade. Farties desirous of the proprietors to complete with any makers now in the trade. Farties desirous of the proprietors to complete with any makers now in the trade. Farties desirous of the proprietors to complete with any makers now in the trade. Farties desirous of the proprietors to complete with any makers now in the trade. Farties desirous of the proprietors are considered by the proprietors and the proprietors are considered by the proprietors and the proprietors.

THE GENERAL TELEGRAPH COMPANY—(Under Royal Letters Palent)—are enabled to EXECUTE, by CONTRACT or OTHERWISE, Letters Patent)—are enabled to EXECUTE, by CONTRACT or OTHER the most approved ELECTRIC TELEGRAPHS, with the best insulation yet artst Applications for terms, &c., to be made to the secretary, at the company's officerstreet, Adelphi, London.

TEAM-ENGINE FOR SALE.—TO BE SOLD, a 12-horse power High-PRESSURE STEAM-ENGINE, with or without boiler, quite new.
Also, a CORNISH BOILER, between 8 and 9 tons, quite new.
A WATER-WHEEL, 85-set diameter, 4-feet breast, with wrought axle, cast-trockets, plumber blocks and brasses, nearly new.
Also, ether SECOND-HAND MINING MATERIALS.
Apply to J. E. MARE, Flymouth Foundry.

MINING OFFICES, No. 1, ST. MICHAEL's-ALLEY

MINING OFFICES, THREE KING'S COURT, LOMBARD STREET, LONDON.—Measrs R. TREDINNICK & CO. beg to draw the attention of capitalists to the DEPRESSED MARKET VALUE of SHARES in ENGLISH and FOREIGN MINES, many of which pay dividends of from 20 to 30 per cent. per annum whilst those on the eve of so doing are soiling at corresponding low prices.—Messrs. T. & Co. continue to DEAL in every description of MINING, RAILWAY, RANKING, INSU-RANCE, OANL, and OTHER SHARES,—Statistical information afforded grantitudy upon personal application.—MONEY ADVANCED upon the above securities.

MR. THOS. P. THOMAS, MINING AGENT, AND DEALER IN RAILWAY, GAS. BANK, INSURANCE, AND OTHER SHARES.

2. GEORGE-TARD, LOMBARD-STREET, LONDON.

T. P. THOMAS IS SELLER OF SHARES in the leading MINES of Cornwall, Devon, and Walse—paying from 10 to 30 per cent.—Statistical information afforded upon personal application, or by letter.

MR. C. S. RICHARDSON, CIVIL ENGINEER, LAND AND MINING SURVEYOR, 5, WHITEFRIARS STREET, LONDON 2, 3

ONEY .- MESSRS. KILLICK & CO. (late WINSTANLEY, MILESTACO. SHAREBROKERS, inform their friends and the public, they make HMRDIATE ADVANCES, to any amount, on the deposit of English and Foreign Railway Shares, Serip, and Debentures, upon exceedingly advantageous terms: they also Buy and SELL every description of STOCK and MINING SHARES, at majities commission than usually charged.—6, Bank Chambers, opposite Bank of England

NGLO-MEXICAN MINT OFFICE, No. 5, Broad-streetbuildings, Dec. 29, 1848.—NOTICE.—A SPECIAL GENERAL MEETING of chareholders in this company will be HELD at the office, as above, on Tuesday, the 9th day of January next, for the purpose of declaring a dividend on the shares of the said company: The chair will be taken at One o'clock precisely.

G. B. LONSDALE, Secret

A USTRALIAN MINING COMPANY. 1. Adelaide place, Dec. 18, 1848.— The board of directors hareby give Notice, that they have made a CALL of TEN SHILLINGS per share on the REGISTERED SHARES in the company, to be PAID on or before the 10th day of January, 1849, to the company's bankers, Mesers. Masterman, Peters, and Co., Nicholas-lane, Lombard-street, London. Interest, at the rest of 8 per sent. per annum, will be charged on all calls not peid on or before the 10th day of January. The call letter must be presented at the bankers as the time of peyment.

DEDFORD UNITED MINES.—DECLARATION OF DIVIDEND.—Notice is hereby given, that a DIVIDEND of FIVE SHILLIN'S per share on the shares of these mines, will be PAYABLE at this office on Friday, the 23d December inst., and every succepeding Friday, between the hours of Elevers and Three Colock, to such shareholders as shall give notice to the secretary personally, or by letter, of their intended application, two clear days before either of the above-maned days of payment.

By order of the meeting of shareholders, held this day, 50, Threadmendin-street, Dec. 14, 1848.

G. KIECKHOEFER, Secretary

ROYAL SANTIAGO MINING COMPANY,—The directors hereby give Notice, that the HALF-YEARLY GENERAL MEETING of the sharcholders will be HELD at the office of the company on Wednesday, the 3d of January next, at One o'clock precisely, when the directors will make their report.

38, Broad-street-buildings, Des. 16, 1845.

R HYMNEY IRON COMPANY.—At the Annual General

HYMNEY IRON COMPANY.—At the Annual General
Meeting of the shareholders of the Rhymney Iron Company, held at the company's offices, on the 15th Newsmber last, the fallowing DIVIDEND was seclared out of
the profits for the year coding the 34th June, 1568;—
22 per share on each £55 share.
12s, per share on each £55 share.
12s per share on each £15 share.
12s per

RUNNAFORD COOMBE MINE, BUCKFASTLEIGH, DEVON.-Mr. BROUGHTON is commissioned TO SELL a FEW SHARES IN DEVON.—Mr. BROUGHTON is commissioned TO SELL a FEW SHARES in the above valuable MINE, at £5 per share, being much less time held free value. The above shares are offered to the public at this low price, in consequence of the helders being compelled to part with them. The mine is in full work, and raising more in than the stamps can crush. A return is fully expected of £600 or £500, at the next January meeting.—Apply to Mr. B., 30, Taylor shuidings, Woolwich.

TINCROFT MINING COMPANY.—Notice is hereby given, that a GENERAL MERTING of the shareholders in the above company HELD at this office on Friday, the 19th day of January next, at One o'clock pro-44, Finsbury-square, London, Dec. 21, 1849.

UNITED MEXICAN MINING ASSOCIATION.

Notice is hereby given that the HALF-YEARLY GENERAL MEETING of proprietors of this association with the HELD at the offices of the company, is, Finabury-circus,
on Wednesday, the list of Jamaary next, at One o'clock precisely, when the directors will
recommend the payment of a DIVIDEND, at the rate of SEVEN SHILINGS AND
SIXPENCE per share, payable on and after Thursday, the lat February canding, between
the hours of Eleven and Tree. Forms for claiming the dividend may be obtained at the
company's office, and must be left two clear days for examination, previous to payment.
The transfer books will be closed on the evening of the 17th January, and re-opened
on the lat February.

By order of a court of directors.

No. 5, Finabury-circus, London, Dec. 29, 1848.

JOHN MATHER, Secretary

SSAYING AND ANALYSIS .- Mr. MITCHELL begs to A SPACE WAND ANALITSES.—Mr. MITCHELL begs to inform the MANAGERS, 2c., of MINES, SMELTING-WORKS, and MANUFACTOBLES, that he still continues to COMDUCT ASSAYS and ANALITSES of all ProduCTS, metallurgical and manufacturing, at his LABORATORY.

23. HAWLES-ROAD, RENTISH TOWN, LONDON.

24. HAWLES-ROAD, RENTISH TOWN, LONDON.

25. HAWLES-ROAD, RENTISH TOWN, LONDON.

26. HAWLES-ROAD, RENTISH TOWN, LONDON.

27. A searing and analysis as usual.

PATENT SAFETY FUSE.—Mr. WILLIAM H. BANT would direct the attention of mining companies and others to the FACT of the OWNING a PATENT to the MANUFACTURE of SAFETY FOSE in Spain, and that he will be supply to attend to say communications which may be addressed to him for the SUPPLY thereof.

No. 74, Calle de San Miguel, Carthagena, Nov. 4, 1849.

A PARACHUTE FOR COAL-FITS.—To descend into mines and coal-pits, and to ascend by means of vertical ladders, are operations so fatiguing that the pitmen prefer, in spite of the regulations which forbid it, to expose their lives to the risk of the strength of a rope, which, unfortunately, often breaks, and precipitates them to the bottom. We attended, last Wednesday, an experiment on a large scale, which demonstrated, in the most efficient manner, that henceforth this danger no longer exists for the pitmen. By means of an extremely simple apparatus, the cuffat remains suspended in the middle of the shaft when the rope breaks. This trial was not made by means of a working model, but in a pit of some depth; the apparatus was worked by men who remained suspended in the well when the rope broke short off. For the future the paraohuse for coal-pits is no longer a theory; its efficacy is now established by practical facts. The effect of this apparatus was shown before a numerous company, comprised of men of information, the greater part familiar with the working of mines. Their satisfaction was so great, that they spontaneously offered to the inventor to make affidavit on the spot of the facts to which they had been witnesses. Amongst the party was a gentleman who wished the experiment to be tried upon himself; the rope having snapped, he and the workmen accompanying him were spontaneously stayed, without teeling the slightest shock: We shall not fail to acquaint our readers of the new applications which will not fail to be made of this invention, doubly interesting, whether looked upon in a humane point of view, or as a matter of economy in the working of mines.—Hrussels Herald.

Obviousness Extraorenty and contraction of a mining case tried by Mr. Justice Edge.

OBTUSENESS EXTRAORDINARY.—In the course of a mining case tried by Mr.
Justice Eele, a number of old and not very brilliant witnesses were examined
to prove the extent and mode of working the mine. The following dialogue
took place between one of them and Mr. James, the barrister engaged for the
prioner:—Mr. James.—"Now, you say you worked at the mine?" Witness.

"Ees, Sir," Mr. James.—"How did you work?" Witness.—"Why, it
was woorked oup and down, you me this way, that way, 'tother way, footridden way—daing it, every way." (Laughter.) Mr. James.—"I must confess I don't understand you." Witness.—"I think I spoke plain enuf." (Loud
laughter.) Mr. James.—"No doubt you did, but the stupidity is on my side,
not on yours." Witness.—"That's it. You are quoit stupid. (Roars of
laughter.) You conna' onderstand English!" (Continued laughter.) The
Judge.—"If we had been in the habit of working in mines, doubtless your language would have been perfectly intelligible; but as it is, we cannot understand you." Witness.—"Well, I conna' spake ony plainer. Dang me, if ever
I seed such stupid people since I left pit." Some further attempts were made
by the learned counsel to obtain a more definite answer to the question, but it
was "no go," and the witness was at length told to leave the box.—L'pool Times.

Oxide or Zinc.—An importation has taken place, by a steamer from Havre,

was "no go," and the witness was at length told to leave the box.—L'pool Times.

OKIDE OF ZIEC.—An importation has taken place, by a steamer from Harre, of some packages of oxide of zinc, applicable for the purposes of paint, instead of the use of white lead, it being desirous to introduce the article to a greater extent, in order to supersede the article white lead in a certain degree for the purpose mentioned. The article in this instance was prepared in a crude state, exactly similar to white lead, and imported for the purpose and with the intention of mixing for painting purposes. It appears that oxide of zinc is a precipitate, thrown down on mixing a solution of secquicarbonate of ammonia with one of sulphate of zinc. It has been directed by the authorities to be charged with the ad valorem duty of 10 per cent. as a manufacture of xinc, being the same rate of duty as is leviable on manufactured painters colours, on importation into this country.

LITHOGRAPHIC STONES IN INDIA.—A letter from Capt. M. Taylor, writter from Sherapoor, in the Deccan, Oct. 25, says:— In this district we have miles and miles of the very finest lithographic stones, equal, as Dr. Buist assures me to the German. These stones would be a mine of wealth to Sherapoor if a railway existed, for the vein of this rock limestone in lawing runs through the whole of this country, and would be inexhaustible. It is very beautiful, easily raised, and I am now getting some specimens dressed.

SALE OF LOCOMOTIVE TRULES AT PARKEY—Mr. Dixon, of Hutchinson

raised, and I am now getting some specimens dressed.

Sale of Locomotive Engines at Paisley.—Mr. Dixon, of Hutchinson and Dixon, auctioneers, of this city, yesterday sold by auction three engines recently employed by the Paisley and Renfrew Railway Company. One of them, the auctioneer stated, was the second locomotive used on the rail for the transmission of passengers in Scotland, having been built about 18 years ago at Newcastle, by the late celebrated George Stephenson, for the Garnkirk Company, and from thence transferred to the Paisley and Renfrew Company. The wheels were of wood, and altogether the contrast it exhibited to the beautiful and powerful locomotive of the present day was very striking. It realised 182; the sinal cost was somewhere about 7501. The other two were built in Glasgow soft many years ago, cost 11501 each, and had not been long in use; but in consequence of the discontinuance of steam—power on the line, and the difference of gauge, they had been laid by as useless. The Paisley and Renfrew (the names of the engines) brought each 20 guineas. The lot was purchased to be broken up—North British Mail.

Dublin and Deogheda Railway.—The award to this company for car-

to be broken up.—North British Mail.

Dublin and Drogheda Railway.—The award to this company for carrying the mails has been decided by the Recorder of Dublin, as the arbitrator to whom the matter has been referred, whereby the Post-office will have to pay the company at the rate of 10th 10s. per day for the carriage of the mails, natead of 7th 15s. 5ds., the amount offered by the Post-office, and for which the company have been in the habit of taking credit in their returns. This award will have a ratrospective, as well as a prospective, effect. The increase will, therefore, have to be paid to the company from the spring of 184t.

A new line is to be made in the neighbourhood of Brecon, from the Dowlais Iron-Works to the limestone and mineral quarries, which will give to the people of Brecon a communication with the Taff Vale Railway at Dowlais, and the South Wales Railway at Cardiff.

Caledonial.—A committee of London shareholders, in connection with this.

CALEDONIAN.—A committee of London shareholders, in connection with this company, has been formed to oppose in Parliament the leases and guarantees of other lines proposed by the directors.

company, has been formed to oppose in Parliament the leases and guarantees of other lines proposed by the directors.

A REMARKABLE CURE OF DROPSY OF THE CHEST BY HOLLOWAY'S PILLS.

—Extract of a letter from Mr. Munday, farmer, Kennington, near Oxford, dated Dec. 2, 1848, to Professor Holloway.—"Sir.—Having on a former occasion apprised, you of an extraordinary once upon myself by your invaluable medicine, it gives me great pleasure to testify again to its efficacy in a case of dropsy of the chest, with which my shepherd was afficied, to whom, the moment I was informed of the nature of his complaint, I recommended a trial of your pills, which advice was adopted, with complete success, for by taking a few bross he was perisetly cared, and is now in sound health." Sold by all druggists, and at Francasc Holloway's establishment, 244, Strand, London.

Bentilee College, Hankey, Staffordahies—Str Liese Lost.—A disastrous accident occurre at this colliery, which is in the occupation of Mesars. Hawley, Bridgwood, and Co., or the morning of the \$2d lant, by which four widows and nise children have to mourn imelancholy bereavement. A party of workpople, consisting of five men and a boy, wer descending the shaft, about six o'clock, when the link of the chain to which the corfe wa attached broke, and the unfortunate people were precipitated to the bottom, a depth of 120 yards, and killed on the spot. The names of the sufference are J. Jopes, W. Option T. Bettany, C. Horlestone, W. Withcote, said J. Darrieote, a lad of 14. The pit is 13 yards deep, and is worked by a flat chain. One party of six had descended in safety be fore the accident occurred. The breakings was at what is technically termed the "cleve link," at the end of the chein, which is considered an improvement on the hook to which the corfe was formerly attached. At the time of the accident the corfe was about 10 yard down the nit.

Trimdon Colliery.—As F. Dinning, who works at this colliery, was making cartridge for blasting, in his own cottage, his nephew came in with some milk, which he split Dinning, in a passion, struck him with a bag of gunpowder, about 6 lbs. weight, whet the bag burst, and the powder expleded. It blew off the roof of the cottage, smashed the windows, killed a child, seriously injured five persons, and the nephew lost an eye.

Washington Colliery, Durham.—As four men were about to be let down the shaft, the motion accidentally became reversed, the cage was drawn over the pulley, and the ment thrown out; two of them, Forster and Hutchinson, have since died—the other two escaped with a few bruless.

Billion.—James and John Unett (brothers), and George Dongherty, were sadly injene an explosion at Mr. Baldwin's new colliery, worked by John Jones and Martin's, butty minors.—Another man, W. Corbett, was also hurt by one of the horses in g upon his chest, through being frightened by the explosion.

open me cares, arouga being frightened by the explosion.

Wherehampion.—J. Mealey was killed by the falling of a quantity of clod at Mr. Sparrow's field at Stowheath.

Dudley.—J. Angel was sadly injured by a fall of mine in Mesers. Bate and Robbi olliery, Round's Green.—W. Naylor was injured by the premature explosion of so

collery, Round's Green.—W. Kaylor was injured by the pressaure explosion of some gunpowder, which he was preparing for a blast, in Lord Ward's colliery.

**Strubbery Works, Wolcerhampion... As S. Hart and several other boys were playing near some rollers, used for the purpose of breaking andstone, one of them throw his cap between the rollers, and in the thoughtlessly sizempted to pull it out, when the rollers caught parts of his clothes and drew him between them. As alarm was given, and the machinery was stopped, but see before the boy has 's unknined several contused wounds about his neck, face, and head; and the akin on the right side of his chest and back appeared to have been burnt by the hear proceeding from the risetion of the rollers. On the right arm there was also an incised wound, six theses long and half as luch deep.

Polladrass Dosons Mine, Bresge.—We noticed in our lest, that while Wm. and Rishard Thomas were at work in one of the treets, the ground rait on them, and Wm. Thomas was killed.—Richard was back in the und. The accident was soon discovered, when several miners in the neighbourhood set to work, and found the body of William; the other unfortunate man, Richard, conversed several times between Monday evening and Wodsaaday afternoon, whin the poor fallow was day one of one of the transport of the several miners are should not reach him all Trurse-lay afternoon, when the poor fallow was day one; as the colliers were about leaving their work, the pressure of water from a stock in some old workings fired fin way into the collery; the stream was similar to a great river. Between the straight distance. The mouths of the deep workings were immediately berged, and all hade mide up to 116. The rumour of the occurrence was soon miner and relative the relative water and air the soles below was terrific, and carried some indeer transport and workings fired fin way into the collery; the stream was similar to a great river. Between the relative two pin of the soles are the colliers were shown to ha

THE BURRA BURRA MINE, SOUTH AUSTRALIA.

The vast mineral wealth which has been discovered in the rapidly improing colony of South Australia, the existence of which neither the original promoters in 1827, nor the first settlers in 1836, had the most remote idea has so paved the way to wealth on the part of the colonists themselves and promises to be of such advantage to the mother country, that there can be no necessity to apologise for oft-repeated notices on their progress and position. Leaving, however, for the present the general mineral de posits with which South Australia abounds, it is our purpose here to give some account of that mine of mines, the "Burra Burra," from its com mencement to the present time. This was the first mine opened in the colony of South Australia; the land on which it is situated was purchased in a block of 20,000 acres by a body of colonists, who, after a short time, divided the block into two parts of 10,000 acres each; on one of these is the Burra Burra Mine, on the other the Princess Royal. The ground for the Burra Burra Mine was first opened in September, 1845; and it is now nitted to be the most valuable and productive copper mine in the world-It is situated about 96 miles from Adelaide, to the northward of which i lies; and the employment given to persons in carting the ore to the por of Adelaide is the means of distributing considerable funds amongst the agricultural population, who engage themselves in this occupation when disengaged on their farms. The Burra Burra Mine is the only one which has been extensively worked, or has had time to develope its wealth. The first dividend of the company by which it is held was declared in the month of May, 1847. Its amount was 50 per cent. on the paid-up capital; a similar dividend was also paid the following month, and several other dividends have been since declared. The value of this extraordinary mine, whose shares, with only 5l. per share paid up, bring 160l. each in the English market, may well entitle it to a brief description. The Burra Burra works are situated in a kind of basin, and are sur

The Burra Burra works are summen in a annote to seasy, assessed and rounded by hills of moderate elevation on every side, except the Burra Creek, towards which the ground slopes gradually. A large building near the creek is at present occupied by a number of miners, with their families; and on all sides around the mine are hust, likewise occupied by miners. The miners have also, for want of houses, excavated little caverns, divided into a partments, in the steep banks of the creek. Many of these are fitted up in the neatest style imaginable, and form cool and comfortable habitations. They extend for about three miles on both sides of the creek, and contain a population of 400 or 500 persons. The township of Kooringa lies over the hill to the south of the Burra. The only serious want in that locality appears to be that of vegetables, there being as yet little or no cultivation, though she soil is abundantly rich and fertile. Cottages were in the course of construction by the company, and, in a short time, it is likely that there will be an adequate system of ordinary instruction and religious teaching. The population of the township and mines, according to good authority, is upwards of 2000; and there is as large a proportion of children as in any part of the world, the greater number of whom are growing up practical beathens. An efficient educational establishment is the more necessary because so many young boys are early called to work at picking ore and driving bullocks. It will be necessary to devies some mode of instructing these youths, so as to interfer as little as possible with their precedous labour. So great is the searcity of adult labourers, that nearly a third of the drays are driven by boys of from 10 to 15 years of age. A Wesleyan chapel has been lately opened, and is, doubtless, destined to be of great benefit to the community. It is the only place of worship at the prevention of the drays are driven by boys of from 10 to 15, years of age. A Wesleyan chapel has been lately opened, and is, doubtl ounded by hills of moderate elevation on every side, except the Burra Creek, towards which the ground slopes gradually. A large building

nust, however, mention, for the honour of the men, that the gramble

exception.

Graham, an inhabitant of Sheffield, who emigrated to South Mr. J. H. Graham, an inhabitant of Sheffield, who emigrated to South Australia, about 10 years since, and whose noble conduct, in paying his late father's debts we noticed in last week's Journal, states that the present openings, or workings, consist of 29 shafts or winzes, the deepast being 144 feet (at which depth a lode of very rich ore has recently been cut), and they amount in the aggregate to 1860 feet in depth; also 70 galleries or levels, the united lengths of which measure 7922 feet, or rather more than one mile and a half. In November, 1846, the directors, we are told, estimated the total quantity of ores raised in the 12 months, ending the 20th October, was 7200 tons; but, as in calculating the small ores retained for one mile and a hair. In November, 18-to, the directors, we are joid, estimated the total quantity of ores raised in the 12 months, ending the 20th October, was 7200 tons; but, as in calculating the small ores retained for smelting at the mine at 1462 tons, they were greatly below the mark, and have been raising largely ever since; the entire quantity produced within 13 months may safely be set down at 10,000 tons. The prices obtained in the sales of Burra Burra ores at Swannes already show an average of something more than 23t. 16s. per ton; so that even deducting 8t. 16s. per ton for carriage, freight, and charges, the mine may be said to have yielded value equal to at least 150,000f, estimated upon the ground (or "at grass" as miners would say); and all this within the short space of 13 months from the commencement. Nor is this large amount likely to be a maximum, for the malachits, red oxide, and other rich kinds of ore, have become predominant; and as the mine is undoubtedly equal to the production of 300 tons or more per week of ores likely to yield a much higher average than heretofore, it is not difficult to see the immensity of future returns. The importance of the operations at this mine, as beneficially affecting the trade and commerce of South Australia, may be judged of from the facta, that the sums already distributed in 13 months by this one concern amongst the industrious sattlers for carriage alone must have exceeded 10,000f; those expended in wages and the various items of disbursement, 20,000f. It affords us much pleasure to be able to state that not one single accident has proved fatal to any miner employed in the Burra Burra since the operations began; and it is due to the resident managers to ndd that every precaution is used, and no cost spared, in order to secure the ground, which is in some parts precarious enough to call for cunstant watchfulness. Stuhl timbers of solid gum, 10 or 12 inches in diameter, with stout head or foot-pieces of large measurement, were being provided without gradging, from an ample store of materials contiguous to the working shafts, which are respectively named after the several directors, or principal shareholders. The productive hands are variously employed; some upon tribute, the highest proportion given being 3a, 6d, in 1l, sterling of the value of the ores raised; the lowest 2s; and others by the ton for "hard ore," the prices varying from 18s. to 27s, 6d. It must not be imagined that all the profit of this rich mine go into the pockets of the shareholders—nor ought they to do; it seems that the working men partake liberally of the produce of their tolls—for, in a dispute at the period referred to, it leaked out that eight men had carned 375l., or nearly five guineas per week each, during a period of nine weeks. Of course, a considerable number of natives are employed, as well in the underground operations as labourers on the surface; and their dark bodies, slight dress, and diversified attitudes, form striking features in the characteristic sketches of this famous mineral locality, to which we alluded at the outset.

Notwithstanding the riches which have been raised from this mine, new discoveries are continually being made, which greatly increase the weekly returns; the lodes are all tending towards the south, and the ground is full of malachite and blue carbonate. In Graham's shaft, a lode of red oxide of copper was discovered in July last; a pitch was let to two men, when not a stone of ore was to be seen, and by the time they had worked eight days their level was absolutely filled in all directions with the finest and richest ore imaginable. By the latest advices, the mine was going on as usual, the raising of ore continued monstrous as ever, and it was the general opinion that the maximum quantity per week had not been reached

in June 49 pitches had been set, at an average of 2s. 4d. in 1d., 4nd 7-statwork pitches, at 29s. per ton—in all, 62 bargains; and the total number of miners and their families was 1486 persons.

An establishment of equal importance to the mine itself is the smelting-works. The Adelaide Smelting Company consists of about nine proprietors, who propose to carry out a patent granted to Dr. Davy; a steamengine and machinery were nearly completed, and active preparations were being made for a commencement. Osmond Gills, the respected proprietor of the Glen Osmond Mines, had handsomely presented the company with 10 acres of land, at the east corner of his property, adjoining Albert Town; the ground is not only the best for the purpose in the neighbourhood, being elevated and dry, but it is admirably situated, being close to the line of road from the mines to the port, and to the north arm of the harbour. The works will be named the Yatala Smelting Works, after the native name of the district. Plans and estimates for the building have been prepared, the iron-work is in forward progress, ground has been opened for the foundation, and the mason's work will be commenced as soon as sufficient materials were collected. Mr. Hitchins, a gentleman who has had much experience in mineralogy in Spain and South America, has been engaged as smelter, and Mr. Little, an ingenious machinist, was employed as modeller. In the first instance, one furnace only will be exested; to ascertain the most economical and certain method, it will be constructed to consume any description of fuel, but, most probably, charcoal will be employed. On approaching the township of Burra, called Kooringa, the first object the traveller beholds is the Burra Burra Hotel, built by Mr. Paxton, and occupied by Mr. Wren. Parties are here is troduced into a "traveller's" room, and the imagination is immediately rested, he proceeds to mount the hill which separates the mine from the township; here a scene of worder opens on his view. Hundreds of busy workmen, wome

exhaustible source of wealth to the fortunate proprietors, and a fount of comfort and plenty to hundreds of the human race.

The excitement which prevailed in Adelaide on the discovery of the Burra Burra Mine is well described by Mr. F. Dutton, in his work on South Australia and its Mines:—"Some months previous to Feb., 1845, reports had been rife as to the existence in the far north of a 'monster mine,' as it was termed, which, to believe the vague reports current, was of such extent as to eclipse everything which had hitherto been seen or leard of. A shepherd was said to have brought into town rich specimens of grey sulphures of copper, but the locality, for a long stime, remained wrapped up in mystery. Many a search was made for this mine, and long was the search in vain, till everybody believed it was nothing more than a clover hoax, to give mine haunters a jaunt into the country for nothing. At length the mystery was cleared up—the mine really did exist in sober earnest, and the precise spot designated. The excitement which this discovery caused in South Australia was unprecedented; the richness of the ores, and the extensive nature of the surface outcroppings, were all placed beyond a doubt. On the one hand, the colonists were in daily expectations of arrivals from England, which might bring out a large amount of English capital, and thus carry off the prize, in spite of anything they could do to secure it for themselves. On the other hand, it soon became evident that nothing short of a special survey block, of 20,000 acres, would enable them to obtain this mineral district, that being the only means left to them under the regulations for the sale of waste lands, when they had no competition from public auction to contend against. The negociations, the heartburnings, the rivalries of different interests, the protests and correspondence with which the papers were filled for several weeks, were, no doubt, highly interesting to the parties engaged in them, but are quite foreign to the object of this volume. Mines." One section of the parties consisted of Messrs. Aston and Grainger, 2500%; Capt. Bagot, F. S. Dutton, and other proprietors of the Kapunda Mines, 1600%; ditto for two parties in England, 1600%; Mr. T. Shepherd, Hindley street, Adelaide, 2000%; Mr. J. Johnston, Reed Beds, 2000%; Mr. F. Dutton, 1600%; Mr. G. Tinline, 500%—10,000%. The other section of 10,000% was subscribed for by Capt. Allen, Messrs. Stocks, Beck, Hallet, Bance, Penny, Graham, Featherstone, Waterhouse, Sanders, Peacock, Drew, Bouch, Smith, and some others—the proportions of their several subscriptions not being known sufficiently correct for publication. The geological character of the district belongs to the 'transition,' or secondary period; vast rocks of quartz are protruded abraptly through the oldest series of aqueous deposits, having dislodged the primary schists so completely, that in many places it appears in perpendicular stratification, intensived with large quartz boulders and fragments of the old red sandstor. There is not the slightest indications of any volcanic action ever has been exhibited in the district. The indications at first appear in the shape of spar, containing crystals of the asure blue earhonate of copper; and, as the lill is acconded, numerous fragments of grey and green sulphuret of copper, attached to quartz and greenstone, are found. Ascending still higher, a continuous outcrop of grey sulphuret of copper spears, averaging about 18 ft. in breadth, and extending over the brow of the hill, and down again to the south-eastern base, or gully, more than a mile in length. From this gully another hill arises, appearing as a spar from the main range; and just at the point of junction, where the above-mentioned extensive cutcrop of grey sulphuret of copper disappeared, a beautiful and

road display of aure blue carbonate shows itself, intermixed with quartz trops through the surface; and is succeptle for apwards of 200 yards, expending an average breadth of about 15 ft. Such were the indications which first led to the investigation of this mineral property, and which take produced such annuaual and splendid results.

The following is the total amount of sales of copper ore from the Burra Mine, from the commencement, according to our Swansea Ticket-

Fig. 1 Aine, from the commence of the property of Current Quarter to the Sals, Dec. 7, 745

[A further sale of 374 ions took place at Swansen, on Thursday last, the particulars of thick are given in another column.]

Hich are given in another column.)

Having thus described to the fullest extent the Burra Burra Mine—the most prolific, perhaps, in the world—we shall conclude by a few remarks on the colony of South Australia generally, as published in a recent pamphlet, by Mr. J. B. Wilcocks, of Plymouth:—"South Australia, of which Adelaide is the capital, is a most striking illustration of the rapid progress of successful British colonisation. In 1836, South Australia was hunted over by a few migratory savages, and depastured by herds of kangarous; it is now the happy home of thousands of Englishmen, busily and servinely employed in rearing cattle and sheep, cultivating the soil, and working the rich and unequalled mines with which the colony abounds,

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and who, whilst securing to themselves ample rewards for the industry and energy they display, are establishing a position of independence and comfort for their families to which they never could have aspired in England, and are laying the foundation of a mighty empire, which will probably exercise the most important influence over tuture generations. The British province of South Australia was founded by an Act of the imperial Parliament in August, 1834; but the first Governor did not arrive in the colony ill December, 1836. It is situated on the south coast of New Holland, between the 26th degree of south latitude and the sea coast, and the 132d and 141st degrees of east longitude, extending over 300,000 square miles, or nearly 200,000,000 acres of land, about double the size of Great Britain and Ireland, and possesses a coast line of about 1400 miles; of this vast region about 800,000 acres have been surveyed—nearly 500,000 of which are sold. The province is remarkable for its park-like scenery; one-third is estimated as good open agricultural or pasturul land, one-third as wooden ranges, yet well adapted for pasturage, and one-third rocks and scrub; but this latter portion, valueless for all other purposes, is found to contain rich and valuable mineral veins—the development of which appears likely to raise. South Australia to a degree of importance hitherto unrivalled.

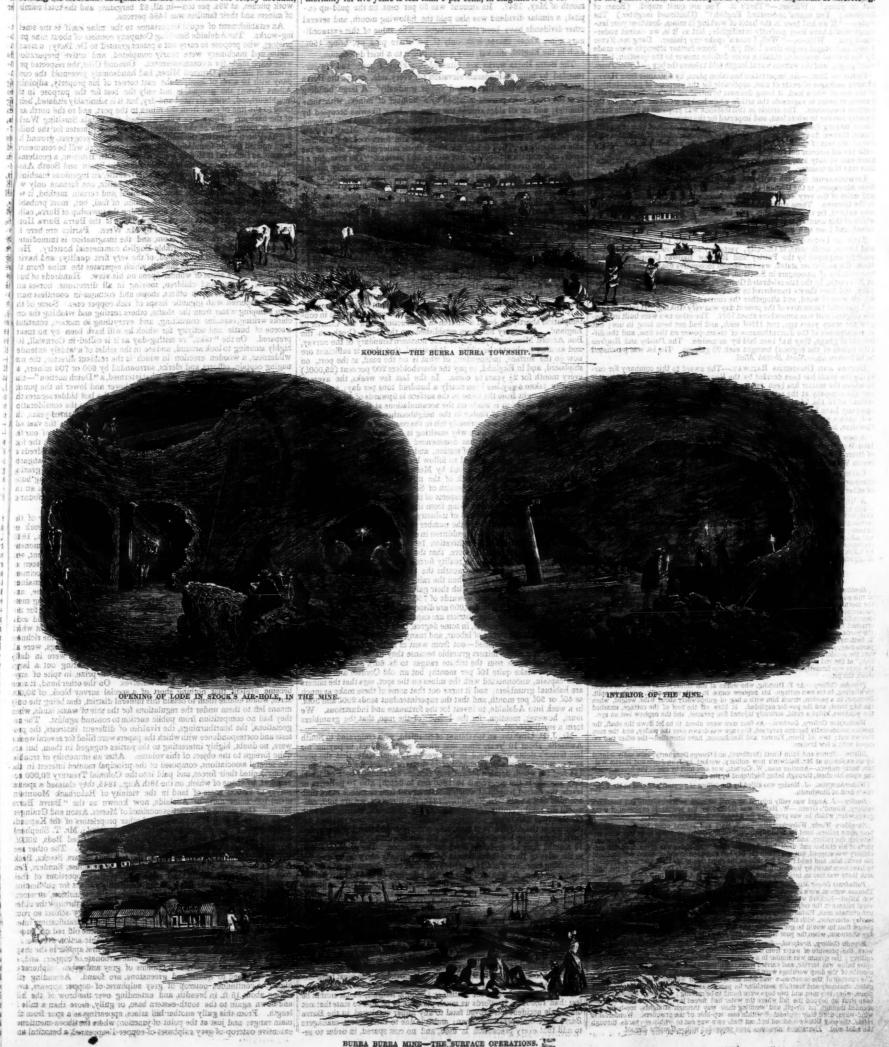
The harbour of Port Adelaide (a natural dock) is nearly eight miles in length, and can accommodate a vast amount of shipping; situated on the and who, whilst securing to themselves ample rewards for the industry

The harbour of Port Adelaide (a natural dock) is nearly eight miles in length, and can accommodate a vast amount of shipping; situated on the south coast of New Holland, it has the benefit of the whole indraught of the south-west winds, which prevail four months in the year. The colonial surgeon, after many years experience, says—"We are without any endemic disease; we have no marsh miasma, and consequently escape those dreadful remittent and intermittent fevers, so prevalent in India and China; we have all meats, fruits, and vegetables to be found at home, and if our days are warm our nights are cold and bracing." The average mortality for five years is less than I per cent., in England it is 2-13.

Adelaide contains handsome streets, judiciously laid out with shops and public buildings, which would be considered an oroament to any English town. The population of the city of Adelaide is about 10,000; and of the Port nearly 2000, including land proprietors, merchants, bankers, stockholders, clerks, assistants, and overseers; professional men, manufacturers, millers, brewers, shopkeepers, and retail dealers; with the various classes of mechanics and artizans usually found in an English town; it has banks, churches, chapels of various denominations, schools, and the various public and social institutions, which are found at home. The land produces from 28 to 35 bushels of corn per acre, and instances have been known where 40 to 45 have been gathered in. Sweet peas yield 40 tons per acre; arrow root, 4 tons; and maize, or Indian corn, from 70 to 100 bushels. South Australian wheat sold in England for 96s, per qr., when English wheat was selling for 60s. In November, 1845, 450 qrs. of South Australian wheat were sold at 76s., when English was 60s.—these 450 qrs. were freighted at 64 lbs. weight per bushel; upwards of 30,000 acres are now under cultivation. The country is intersected by neumerous ricers, the Murray being the most important. The increase of stock is enormous. In 1839, the colony contained 108,700 sheep, and 7600 horned cattle. In 1847, they amounted to 1,000,000, and 50,000 horned cattle. Such is, we believe, a correct description of this interesting colony, capable of sustaining the surplus population of Great Britain for ages yet to come; and where, by the slightest exertions, of industry, perseverance, and temperance, not only may a present living in comfort and even luxury be obtained, but a competence laid by for declining years.

We append some illustrations of the mine and works, from the draw-

We append some illustrations of the mine and works, from the drawings of Mr. J. B. Graham, for which we are indebted to the spirited proprietors of the *Illustrated London News*, who are ever foremost in presenting to the public scenes and descriptions of all that is important or interesting.



BURRA BURRA MINE—THE SURFACE OPERATIONS.

THE COPPER TRADE.-No. IV

The veil having now been withdrawn from the copper trade, all parties will better understand what was its true position in 1841 and subsequent years, when the standard was so high compared with the price of copper. The miners will no longer feel surprised that the smelters united together to arrest their own ruin, and to replace their capital by unusual profit. Extremes beget extremes A price for cake copper equal to the standard, as in 1848, is as excessively pro-A price for cake copper equal to the standard, as in 1848, is as excessively profitable, as a standard 25L per ton above the price of cake copper was excessively ruinous in 1841. A moderate fair profit lies between such as existed for more than 20 years, and up to the time of the fierce inroad of the Miners' Company into the copper trade. I deeply regret, for the sake of miners and smelters, that a great interest like theirs should, by the conduct of zealous but indiscreet partisans of the miners, have been made to resemble a stage coach opposition, where the public are at one time carried for nothing, and at another are charged double fares. How the rivalries which a common danger has allayed are to be awakened, how the jealousies which have been suppressed are to be rekindled, how the pretensions which have been abated are to be revived, how competition is to be made to take the place of union; in short, how the status que ante bellum, is to be re-established, is a problem difficult to solve.

The union of the smelters is connected with the past, the present, and the

is to be made to take the piace or union; in short, now his status que ante cettura, is to be re-established, is a problem difficult to solve.

The union of the amelters is connected with the past, the present, and the future—being founded on the recollection of severe loss, the enjoyment of unusal profit, and the danger of a new miners' company. I presume, from the confident assertions on the subject which have appeared, that there is not the slightest doubt of a company, possessed of a large capital, being prepared speedly to enter the smelting trade as miners' friends. Such a company, professing to advance the price for ores, and to reduce the price for copper, that is exactly the opposite of what the present smelters endeavour to do, may, when they are prepared to buy ores and sell copper largely, ruin the smelters' trade as the Miners' Company did, and greatly benefit the miners. In the meanwhile, for a year or two the smelters have the whole trade to themselves, and considering their recent heavy losses, and the greater ones they have in prospect from the new contest that threatens them, one cannot be surprised that they are making the most of their opportunities.

It is a great disadvantage, however, for the mining interest, that it is necessary to get up the new smelting company by blast of trumpet and beat of drum,

It is a great disadvantage, however, for the mining interest, that it is necessary to get up the new smelting company by blast of trumpet and beat of drum, and to announce it so long and so loudly beforehand. It would have been much more advantageous for the miners if the great capitalists and experienced smelters, who are doubtless embarked in the undertaking, although they keep at present in the back ground, had arranged the whole thing in private; for if the smelters had not been kept together by the threatened opposition, I think it probable their union would ere this have vanished into thin air. A trade that realises extra profits, carries with it, if left alone, its own corrective, for every one in it, wants to get more of it, and in the copper trade there were already symptoms of an out-burst of that rivalry and jealousy, repressed for a time by a losing trade, but not the less existing, which had for so many years prevented any effectual combination of smelters and kept down their profits to every one in it, wants to get more of it, and in the copper trace there were already symptoms of an out-burst of that rivalry and jealousy, repressed for a time by a losing trade, but not the less existing, which had for so many years prevented any effectual combination of smelters and kept down their profits to a moderate rate. But, for this constant fret, worry, and agitation, I think it probable that Wilhams's houses would have put their new works into smelting, that Vivian's house would have insisted on being equal to Williams's, and that Grenfell's, the titular head of the copper trade, would have revived those pretensions founded on tradition, which have been so difficult to deal with. Thus by attempting as in former times to buy every week more copper cree than were to be sold, the smelters would have revived the old competition of the ore market. It is a mistake to suppose that a great number of smelting companies is necessary to competition in the ore market. It is just the reverse. The competition depends on this—the smelting power being in excess of the supply of ores, and this it has always been, and is largely at present. Let any one think on the subject, and he will see that there could be no competition if the supply of ores were not short of the power to smelt. This is the secret the smelters have at length discovered, and they have done that artificially, which has never occurred naturally. Each smelter has agreed to keep part of his works idle, so that the demand for ores shall not exceed the supply. When the new company shall have got their works so far ready as to require 500 or 600 tons a week, the smelters will have to reduce their weekly smelting so as to make room for them, or otherwise, on an average every week, there will be buyers for 500 or 600 tons of ore more than there is for sale. If no one gives way, profit will first disappear, then capital. Thus no trade can be more easily raduced than the copper trade, from a state of high profit to a state of heavy loss, especially as the ca

naller profits.

ve succeeded in making it understood, that competition in the I hope I have su

I hope I have succeeded in making it understood, that competition in the copper trade depends on the attempt to exercise a power of smelting beyond the supply of ores, and that the present restricted competition is brought about, not by any comparison of prices to be offered for the ores, which is not at all necessary, but by restricting the smelting of the copper works within the supply of ores brought to market. Adversity taught the smelters this lesson of forbearance and profit; prosperity would cause them to forget it, but for the cloud that is said to be ready to burst on them, in the form of a new smelting company, more hostile to their gains than the memorable Miners' Company.

If, however, there is the least doubt on the subject of the new company, if the wholething is not arranged and matured, then no course could have been more disastrous to the mining interest than that their zealous friends and advocates have pursued. If the new company is a mere threat, which may not be realised, if the times are too adverse to such undertakings to permit of success, if the disasters that have attended such schemes are to recent to be forgotten, then the miners' friends are playing as much as if they had been employed to do so—the smelters' game. Those threats are preserving that union of smelters, so impracticable under other circumstances, and beyond this they justify to dispassionate minds any use the smelters may make of their present advantage, for if the miners may make war on the smelters, the smelters may make represals on the miners.

for if the miners may make war on the smelters, the smelters may make reprisals on the miners.

The copper mining interest of this country is of great weight; it comprises in its body many most able individuals—why does it not make a selection of persons duly authorised to speak its sentiments? Its weekly ticketings give opportunities of meeting not occurring in other trades; let each group of mines that sample together, elect a member of the managing committee; let the parties selling their ores at Swansace elect one or two members; let this body of representatives form the managing committee of the Copper Miners' Association, to meet under a chairman and with a secretary. When such a body act, it will act with weight and authority, and it will discountenance forward and unauthorised, and, therefore, mischievous interference.

Many are the objects which would engage the attention of such a body. I

Many are the objects which would engage the attention of such a body. I am far from thinking the arrangements of the copper trade in Coruwall, as trampling, assaying, or ticketing, not susceptible of great improvements, and i such a body be formed I shall be ready to assist it.

Ystalyfera, December 18.

J. PALMER BUDD.

MR. BUDD AND THE COPPER TRADE.

MR. BUDD AND THE COPPER TRADE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Your contemporary, the West Briton, appears to be a very independent sort of personage. Owing to Mr. Budd's letters having originally appeared in that paper, I wrote to the Editor, some time ago, requesting him to transfer my reply to that gentleman's first epistle from your columns. In such a case, I did not think it necessary to give any other signature but that which appeared in your Journal. I believed that the subject, being one not only of general interest, but particularly as to that part of the country in which your contomporary is published, the usual impartiality of an English journalist would at once have admitted a few facts and arguments in reply to others from a correspondent to which access had already been given. Not so, however, thinks the Editor of the West Briton. In his paper, last week, he tells me that I must send my name and address before he "will even read" my letter, as if there could be anything to authenticate in the matter, but simply some brief allusions to the subject of his correspondent's remarks. I am far from complaining of his not reading or inserting my letter, and I would have taken no notice of the circumstance, but it appeared to me as if your contemporary was anxious that only one side of the question should be heard, for reasons which I cannot pretend to guess, but which are best known to himself. I certainly shall not give him any unnecessary trouble, by affording him an opportunity of reading my letters, as I am perfectly indifferent whether he does so or not.

I shall now, Sir, endeavour to reply to Mr. Budd's fourth letter. The smelting interest will not much thank their unlucky advocate for the course of argument he adopts in their defence. He tells us, that "the miners will no longer feel surprised that the smelters united together to arrest their own ruin, and to replace that nearly 10 per cent. (equal to 20 per cent. per ansum) was a "moderate" profit for the great smelters to make; it is

nected with the future, "being founded on the danger of a new miners' company;" and throughout the honourable gentleman's letter he evidently has that their "unusual" gains may, by that means, be reduced to a more moderate over in view, and strongly evinces the fear which the smelters retarding that their "unusual" gains may, by that means, be reduced to a more moderate and legitimate scale. Why should the new company "ruin the smelters' strade as the Miner's Company did?" It will, no doubt, profit by their experience, and surely will not raise the cry of "war to the knife with the smelters." This would be only attemping to become masters of the trade, and to place themselves in the exact position which they complain of in others. I apprehend that the object is to open the copper trade like others, so as to enable all parties to have fair profits, to "give every one his due," neither to make exorbitant profits nor great losses themselves, but to prevent the one, and not assist in producing the other to any one else. It is not necessary that there should be a fierce competition to accomplish those objects, it people will only entertain rational ideas. Why is there "this constant fret, worry, and agitation" in the copper trade? Mr. Budd showed us, in his second letter, that there were several "contests among the smelters," in which the principal parties were some of the first smelting-houses at present in existence, so that they, of course, are included among those whom he designates as "zealous but indiscreet partizans of the miners." But I now wish to draw the attention of all interested in copper mining to a very unfortunate admission of Mr. Budd's.

That gentleman, the presumed organ of the present smelting interest, announces, that if the new company is not carried out, "then the miners' friends are playing, as much as if they had been employed to do so, the smelters game," and he actually adds, that they (the smelters) are making use "of their present advantage." It is, therefore, very clear that the miner,

ducement to bring more capital into the market. The political principles of Mr. Budd and his friends are certainly "Protectionist" but; unfortunately, that class of politicians cannot look beyond their own immediate spheres; and it is a failing attached to the party in general to be regretted, that they cannot be convinced that the indirect and collateral effects of a measure are often far more important than the direct results. When the new smelting company comes into the copper market, the effect of the late reduction of the duty on foreign ores, to the nominal amount of la,, will be begun to be felt; while the recent discoveries of rich copper ores in Australasia will be added to increase the importations to a larger quantity than they have ever yet reached. Mr. Budd would appear to think, that the same average weekly quantities will be continued to be offered; while it is very evident that they will be considerably increased. Besides which, the natural effect of more buyers in the market will be to increase the number of sellers of home ores, in process of time, from the impetus which will be given to the working of copper mines. It is not necessary to enter into any argument in support of this.

In my last letter I showed, that the quantity of ore sold had increased 6½ per cent., and the produce of copper, per assay, 10 per cent., during the last five years over the previous five years, while the amount paid for the ore had actually decreased 85.60d.! I may now add, that the export of copper has also increased. The copper exported in the five years ending 5th Jan., 1843, was 76,955 tons, against 85,518 tons in the five years ending 5th Jan., 1848—being an increase of 8563 tons in the quantity exported in the latter period. The average annual quantity in the first period was 15,391 tons, and in the second 17,108 tons. Let us now see what were the average prices of cake copper for the same periods. From data which I have before me, and which have been carefully prepared, the average price of cake copper in t

[From the Piymouth Journal.]

PLYMOUTH WHEAL YEOLAND.—The new south lode continues good. The lode in the cross-cut from the shaft has not been intersected.

PLYMOUTH WHEAL YEOLAND EAST.—The lode here is large, the part left being 8 ft. wide; the entire size has not been seen. The value of the lode per fathers are only be assertained by the stamps.

fathom can only be ascertained by the stamps.

WHEAL FRANCO.—The cross-cut in the 47 fathom level has not been cut through; the end of the cross-cut in the capel of the 62 fathom level is peach, mundic, and ore.

WEST Downs .- A promising tin lode is reported to have been cut here

WHEAL Ash.—In cutting this plat, the lode has been seen 7 feet in width-fhe south wall has not been yet seen. The part taken down is nearly solid aundic, and mundic still stands to the south. There are also spots of ore.

NORTH DEVON WHEAL ROSE.—On this promising sett very large stones of ead, of rich character, have been found, one of which may be seen at the ffice of Mr. G. Trickett, jun., Post-Office Chambers.

CARADON COPPER MINE.-It is reported a great improvement has taken

place here in the last week.

WHEAL CALSTOCK.—The old pump pit at Trebill has been cleared up, and a lode found. The lode in this place is formed by the junction of four lodes—three south underlayers, and a north underlayer. To make certain all these lodes were together, the ground has been shoaded to the north, and no other could be found. The lode in the pump is composed of fluor-spar, mundic, gossan, and strong-looking yellow ore; how large it cannot be said, the north wall not having been seen. About 60 fms. to the west of this a flookan side crosses the lode. On Saturday last we opened on the back of a lode seen in the centre of the sett; it is 4ft. wide, composed of gossan, prian, and a little mundic, with a slight inclination south. It is considered to be the same lode as that seen at Techill and on which was days leaved to the same lode as that seen at a slight inclination south. It is considered to be the same now as and seem of Trehill, and on which our deep level is driving west. No alteration in the other parts of the mine. The tributers ore will be drawn to surface the latter end of this week.

CALSTOCK UNITED.—The tributers are working well, and making good wages The eastern end is improving, but there is not any change in the western.

TAVISTOCK MINING DISTRICT.—We are informed that Mr. R. Symons, surveyor, Truro, has completed his map of the Devon Great Consols, a surrounding mines; and that beautiful lithographic copies of it will be on or about the 10th January next. We find that it is a subscription we hope, therefore, that he will meet with the support of all the lords, turers, and others interested in the mines which his map comprises, amo to about 39. Mr. Hitchins, of the Devon Great Consols, is a liberal p We think that a map of this description, showing the setts, lodes, and mineral matters, is of great utility, as conveying a better knowledge of the trict than can be otherwise obtained.

SAFETT-POCKET.—A design for a safety-pocket has been recently registered, under the Utility Designs' Act, by Mr. J. S. Hodge, which consists aimply in having a bag, similar to a purse of steel network, sewn into the garment in the proper position with flat chains, also chains sewn thereto and secured to the purse. The pocket or purse is to be covered with India-rubber, or other suitable elastic material, and secured by a lock, or other fastening, to be opened by the watch key, or other key. It is evident that a pocket of this description must effectually prevent robbery, and obviate the chance of loging articles therefrom, from the durable nature of the materials employed.

Mining Correspondence.

ENGLISH MINES.

BARRISTOWN.—Capt. T. Angove (December 22) reports—The lode in the 16 fm. level end east is much the same as last reported; we have set a pitch of tribute behind this end, which looks promising. The lode in the adit of the east is about 3½ ft. wide, producing about 5 cwts. of lead per fm; the writz sinking in the bottom of the adit level, is without alteration—the immensional tribute of the set of the set

BEDFORD UNITED .- Capt. James Phillips (Dec. 27) reports-At When Marquis, the ground in the engine-shaft continues favourable; we continue t drive by the side of the lode in the 90 and 60 fm. levels east. The lode in th 70 fm. level east is 2 feet wide, and without alteration.

DEVON AND COURTENAY .- Capt. N. Seccombe (Dec. 26) reports-1 DEVON AND COURTENAY.—Capt. N. Secombe (Dec. 26) reports—I the end driving west in the 40 fm. level, on the gossan lode, we have not sected a cross-course, through which the men have not yet driven; the lode is the end previous to this was about 2 ft. wide, composed of mundic, spar, an occasional stones of copper ore; the ground in the cross-cut, driving south, if this same level, to intersect the south lode, is without any alteration since melast report. In the 50, driving east on the south lode, the lode is 2½ ft. wide composed of mundic, spar, and spotted with ore, but not worth saving.

composed of mundic, spar, and spotted with ore, but not worth saving.

EAST CROWNDALE.—Capt. S. Paull (December 23) reports—The cross cut north, in the 17 fm. level, from Diamond's shaft, still continues in the elval course, and from the ground having been spent in which the lode should have been cut, it appears as if this elvan has thrown the lode still further to the north, which will be proved when the elvan is cut through; the cross-cut south in this level, is hard and spare to drive; in the ground is elvan, spar, and killas. Thomas's lode, in the adit level west, looks pretty much the same a when last reported upon; we are carrying about 14 ft. of the lode, which is composed of killas on the north side, and killas, peach, spar, mundic, and tin on the south side—worth about 30l. per fm.; the lode in the stopes, in the bacl of this level, is 17 ft. wide, composed of killas, peach, spar, mundic, and tinworth 20l. per fm.

HOLMBUSH.—Capt. W. Lean (Dec. 26) reports—The ground in the 18: fm. level, north of the diagonal shaft, is still favourable for exploring. The great cross-course west, in this level, is rather difficult to get through, being hard, with a great number of divisions in it. The 120 fm. level, east of Hit hard, with a great number of divisions in it. The 120 fm. level, east of Hitchens's shaft, on the north part, is communicated to the winze reported on it our last. The lode in the 120 fm. level south is 4 ft. wide, composed of quart and stones of lead—saving work, and opening tribute ground. The lode in the 110 fm. level south is 3½ ft. wide, composed of quartz and lead, scattered throughout—saving work; the same remarks will apply to the stopes in the back of the level, where we are also rising against a winze that is sunk about 5 fms. below the 100, for air, and to lay open the tribute ground. The flap-jacl lode, in the 100 fm. level east, is 20 in. wide, composed of spar, mundic, and stones of conpers—the ground still frayurabil flavourable. tones of copper-the ground still favourable.

stones of copper—the ground still favourable.

KIRKCUDBRIGHTSHIRE.—The agent (December 23) reports—The lode in the 50 end, east of Stewart's, is about 3 ft. wide, with spots of lead through it; we have holed the 50 west of Stewart's to the 50 east of Keith's, which had communicated these two shafts. The winze in the 40, to the west of Keith's having come down into the same run of dead ground we have in the 40 end, we have set both ends of the winze on tribute, in order to follow the bunch of ore east and west, to observe its dip and direction. The lode in the winze, in the bottom of the 30, east of Stewart's, is large, with a branch of lead and jack in the north wall. Having begun to drive the 30 end east again, we find it has gained its old direction, about south-east, but no change in the lode yet. The lode in the 20 east is 3 ft. wide, with an orey part in the middle—worth 4 or 5 cwts. of lead per fathom. 4 or 5 cwts, of lead per fathom.

LAMHEROOE WHEAL MARIA.—Capt. John Tabb (Dec. 27) reports— At Davey's shaft, we shall resume our sinking on Monday next; and at the engine-shaft the men are cutting plat, which will take them a fortnight to com-plete, with the fixing of the plunger-lift.

At Davey's shaft, we shall resume our smking on Monday next; and at the engine-shaft the men are cutting plat, which will take them a fortnight to complete, with the fixing of the plunger-lift.

PENNANT AND CRAIGWEN.—Capt. J. Hoskings (Dec. 21) reports.—I beg to say, that what has already been stated relative to the natural facilities connected with these mines is perfectly correct, consequently I need not enter into detail on them, but shall, in a great measure, confine my observations to present prospects, and to the mode of working the mines on a practical system.

At the Pennant Mine, angladit level has been driven from 90 to 100 fms, with a view of intersecting lodes No. 2, 3, 13, and 16, but as yet no lode has been met with. I should recommend the stoping of this level, and in order to prove the different lodes here mentioned, and which have been seen at the surface, it would be necessary to commence opening and driving shalls welvels on them for some distance, in order to determine their size, regularity, and quality; and then, if found to be productive of mineral, and of such a promising nature as would warrant extensive trials, recommence driving the adit level, but not before a whim shaft has been sunk to the depth of 30 fms.; with a view of proving lode No. 17 from the bottom of the shaft, a cross cut has been driven 7 fms., but as yet? no lode has been met with. A slide has recently been cut in the cross-cut, and this may be the reason why the lode has not yet been discovered; however, before sinking or driving any further from the shaft, I should recommend opening and smking a few feet on the back of No. 17, opposite the shaft, and then, after taking its exact bearings and angle of depression, the agent may be able to ascertain, with some accuracy, how far he may have to drive to intersect the lode; this lode, No. 17, may be seen at the surface, 100 fms. north of the whim shaft, showing very favourable indications, and I have no doubt but, if fairly developed, it will ultimately prove productive of quantity of stuff will, after a while, be brought out; from the entrance of this level (No. 5), I should recommend fixing a railroad to cross the water-course, and close on the other side make an ore floor, put up a water-wheel capable of working 12-head stamps, and other necessary machinery; here all the ore from Bush's adit, on Benjamin's lode, could be dressed, and after driving 200 fms. on this lode, a junction with the great silver lode might be expected; at this point there is every reason to expect immense quantities of ore will be raised, consequently it will be necessary to erect suitable machinery for dressing the ore at once—there will be about 200 fms. of backs from the bottom of Bush's adit to the back of the great silver lode. From the general appearance of the lodes at this mine, the quality of the ores, and the advantages connected with the dressing department, a never-failing stream of water, &c., there is every reason to expect that the shareholders will be amply renumerated for any outlay of capital that may be required for fully prosecuting the mine.

P.S.—I would engage to erect suitable machinery on the Crairway Michael and control of the recommendation of the production of the

P.S.—I would engage to erect suitable machiners on the Craigwen Mine as night be required for dressing the ore, &c., at a given price, provided the discors should think proper to let it at contract; and I am quite prepared to also the mine at a certain tribute—to pay all expense of raising and dressing hould the directors feel disposed to set it.

REMARKS.—Bush's Adit.—The custom.

should the directors feel disposed to set it.

REMARKS.—Bush's Adit.—The outlay of capital that will be required at one for driving this level, laying down railroads, &c., will only be for a few months for I am fully persuaded that, after bringing this important part of the mini into a comple 2s state of working, very handsome returns will be made. The greatest outlay of capital that will be required, will be for the erection of suit able machinery for dressing the ore at Craigwen, laying down railroads, making floors, &c.

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I have thus be nearly r El Bote Spective the quainight, 1'San Jua upon a vand Cele will give Quick has been DUTH WHEAL TRELAWNY.—Capt. W. Jenkin (Dec. 26) reports.— Thode in the 30 fm. level, south of engine-shaft, is 2 ft. wide, composed of bites, soft spar, mundic, killas, and spots of lead, ground favourable; in the ah end, in the same level, the elvans have also left us, and intersect a branch in. wide; I also think in course of driving it will widen—composed of sindic, killas, with spots, of lead. The water is just the same as it has b

andic, killas, with spots, of lead. The water is just the same as it has been some weeks.

FAMAR SILVER-LEAD.—Captain James Sprague (Dec. 21) reports—In ily to your's respecting the sample of the 145 end, it is true we are bordert on the rich run of silver ground that we had in the whole of the levels ove, and fully expect a continuance of rich ore ground as far south as trite ground extends; the enclosed list will give some idea of the distance we we got to drive in the 160, 175, and 190 fm. levels, the latter of which I hope commence driving in a short time, as the shaft is nearly down to that level; is will leave us 65 fms. of backs—say, on an average, about 300 fathoms in 19th, which will be 19,500 fms. of ground; this we may calculate to be good and profitable ground, and will certainly last a long time, and I hope you ill approve of our putting the shaft down to the 205 as soon as circumstances ill allow, as the deeper we go the richer we find her.

TIN VALE.—Captain James Hoskings (Dec. 22) reports—Driving west of ose's adit, the lode is full 3 feet wide, producing a little tin; and, from the vourable indications the lode presents at present, I have every reason to pect that, ere long, we shall have an improvement in this level, particularly we near the great caunter lode. The tribute pitches have somewhat deterated since last reported on. We shall commence sinking on the branches der the adit level in the ensuing week, with a view of opening more tribute ound. We are getting on as well with the dressing department as the unvourable weather will allow us.

TRELEIGH CONSOLS.—Capt. W. Symons (December 23) reports.—The

rourable weather will allow us.

TRELEIGH CONSOLS.—Capt. W. Symons (December 28) reports.—The 3 fm. level, east and west of Garden's lode, in the west end, is 3½ ft. wide, ith stones of ore only, but a kindly appearance; the east end is much the me as the above. The 100, west of Garden's lode, is 18 in. wide, with good nes of ore. In the 90, east of east cross-cut, the lode is 2 ft. wide, with good nes of ore, not to value; in the winze, below the 90 east of ditto, the lode ½ ft. wide, no ore to value. In the 70, west of ditto, lode 2 ft. wide, but little ; the winze, below the 70 ditto, is not holed as expected; the winze as lode north of the rise. In the 60, west of ditto, lode 18 in. wide, orey, the not to value. In the 50, west of ditto, lode 2 ft. wide, more promising, with snes of ore only. The cross-cut, south from Wheal Parent, to cut the lode, even 4 fms.—the ground much as usual. In the adit end east, on the middle le, lode 10 in. wide, no ore—it contains mundic and spar.

WHEAL BENNY.—Captain J. Tabb (Dec. 27) reports—We expect to cut

WHEAL BENNY.—Captain J. Tabb (Dec. 27) reports—We expect to cut to Ford lode the latter part of next week, but very much fear, when intersted, the increase of water will be too great for our present lifts. We shall glad to know, at the close of the meeting, the operations to be carried out

inture.

WEST WHEAL JEWEL.—Capt. Thomas Bray (Dec. 26) reports—In the ffm. level, west of Williams's cross-course, on Wheal Jewel lode, the lode is not been taken down in the past week. In the 57 fm. level, west of Williams's cross-course, on the same lode, the lode is worth 3l, per fm.; in the 57, st of ditto, on the same lode, the lode has not been taken down in the past week; the rise in the back of the 57 fm. level is worth 4l, per fathom. In the ffm. level, west of Williams's cross-course, on the same lode, the lode is proceing stones of ore. In the deep adit, west of Hodges's cross-course, on the me lode, the lode has not been taken down in the past week. In the deep dit, west of Quarry shaft, on Tolcarne tin lode, the lode is producing little tin. the 30 fm. level, west of Quarry shaft, on the same lode, the lode is looking wy promising for tin. The stopes east of Pryor's winze, on the same lode, a worth 9l, per fm.; the stopes west of ditto, on the same lode, are worth 20l. pr fm. The stopes in the bottom of the 12 fm. level are worth 20l. per fm. WHEAL TRELAWNY.—Captain John Bryant (Dec. 26) reports—In the

pr fm. The stopes in the bottom of the 12 fm. level are worth 20l. per fm. WHEAL TRELAWNY.—Captain John Bryant (Dec. 26) reports—In the fend, north of Phillips's shaft, the lode is 2 ft. wide, composed of spar, mund, can, and lead, worth 11l per fm.; the south end of this level is worth 8l. p fm. The lode in the 62 end, north of this shaft, is still large, composed of spr, can, and lead, worth 4l. per fm.; the stopes in the back of this level are n, on the whole, looking so well as I have seen them, and the ground is rathr hard. There is no change of consequence in sinking Trelawny's shaft unter the 52, or in driving the 22 cross-cut east. The lode in the 52 end, neth of this shaft, is worth 6l. per fm.; the ground in this end is still hard; that opes in the back of this, and in the 42 fm. levels, are producing a fair quantity of ore. At the North Mine, the lode in the 30 end, north of Smith's shft, is 2 ft. wide, composed of spar, gossan, can, and lead, worth 6l, per fm.; thpitches to the south of this shaft are much the same as last reported.

FOREIGN MINES.

NGLO-MEXICAN MINES.—Asuncion.—Extracts from advices received Dec. (from Mr. Brough), dated Guanaxuato, 6th Nov.:—

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Total loss on the four weeks Imil the month there were disposed of 205 carges, which, selling as above, for \$998.7, averages \$14.1-7 per carga. Loss has again resulted from the month's oprations; but, before the month is out, I have great hopes that the mine will bequietly surrendered to the owners.

30LANOS MINES .- Received 23d December, per Thames :-

30LANOS MINES.—Received 23d December, per Thames:—

El Bote Mine Report for October.

lince my last communication to you, dated 4th ult., I beg to inform you that the bearers for the bottom plunger lift in Sau Genaro shaft, have been fixed—hat ground for the cistern plat has been cut, and also the footway completed to be depth of Taylor's cross-cut, and that we are now engaged in making prepations to commence the second bearer holes, which will be at the level of Ytoria cross-cut. In Taylor's cross-cut or progress has been tolerably good, haing driven 11½ varas during the month; and, at the distance of 26 varas from the shaft, we struck a small vein of quartz, about 6 in. wide, from which thee is a little water coming, but nothing of material consequence, as the end of he cross-cut is at present dry. In Guadalupe level east 3½ varas have been drren during the month; and although the vein is still in colorados, yet there is decided improvement in the appearance of the vein stone, and we have me with pintas, which has begun to assay silver, and I hope we shall soon met again with ore ground. In Constancia cross-cut 3½ varas have been driven during the month; and, on the 24th ult., we struck another vein of qurtz, and have since driven about 2 varas into it. What this vein will prove toye, I am, as yet, unable to say, as we have not reached to the bottom wall, quitz, and have since driven about 2 varas into it. What this vein will prove tobe, I am, as yet, unable to say, as we have not reached to the bottom wall, but from what we have seen, it appears to be very poor. At San Fernando shit, on the 8th ult., we made another attempt to regain the cross-cut De la Conpania, the water being at the time 1½ varas above the head of the cross-cut; and on the 15th we succeeded in lowering the water to about 1 vara below the bottom of the cross-cut, but this was only for a short time, as our holes again began to fail, and it was deemed advisable to slacken the pace, an allow the water to rise to about the middle of the cross-cut, at which point wennanged to keep it. On the 19th ult. it was proposed to throw the water fron the pumps in the planes to San Genaro shaft, through launders in Guadalup level, which we immediately set about doing, and on the 26th the work was completed, and the water discharged at San Genaro. This at once gave us reat relief at San Fernando—so much so, that we have not only been able to irain the shaft, but also to clean out its bottom, which had about 4 varas of tuff in it. We now have again 10 varas of sump clear below the cross-cut; and on the 4th mst. we recommenced driving the cross-cut, which, I hope, we shall be able to continue, without further delay or hinderance on account of the war, until the communication is made with the planes; and I believe we are now cutting into the metallic part of the vein, as this morning some tolerably god stones of ore were sent out. In Pozo de Guila, only 1½ varas have been suns during the month—the time being taken up in stoping to the east of the noveutting into the metallic part of the vein, as this morning some tolerably god stones of ore were sent out. In Pozo de Guia, only 1% varas have been sunk during the month—the time being taken up in stoping to the east of the Pozo; but I am pleased to say, the vein has much improved, both in width andquality, and that we now have a very good bunch of ore in these workings to the east of Pozo de Guia, the vein has not improved. In the cielo, in Guadalupe east, the vein is nearly 2 varas in width, and the ore is tolerably good, but the bunch is short, not more than about 10 varas in length; nor does it seem to make either to the east or west of the rise. In plan No. 1 west he vein continues about 5 varas wide; but is disordered and poor.

Extract from a Letter from Mr. Birkbeck, dated Zacatecas, Nov. 2.

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I have the honour to acknowledge the receipt of your favour of Aug. 30.

Mines.—As advised in my last report, I have delivered Loreto to the owners.

I have also finished beneficiating the little ore there was on hand, and have thus been ent, led to close the Loreto account in the treasurer's books. I have nearly remove everything from San Clemente to La Granja, Celestina, and El Bote, and shall immediately transfer the value of the articles to their respective account.

spective account.

Chilestina has continued on the decline both in number of buscones and in CELESTINA has continued on the decline both in number of buscones and in the quantity of ore raised. In August we had, on an average, by day and by night, 17 pairs of men, in Sept. 13, and in Oct. only 11; but the south end of San Juan has improved somewhat within this last week, and we have come upon a very pretty bunch of ore (colorades) at the junction of the Mayorazgo and Celestina lodes, assaying from 15 to 20 marcs per monton, which I hope will give us some improvement for the ensuing month.

Quicksilver was sold as low as \$103 cash for conducts; since then the price has been unsettled; there is little demand, and the holders are unwilling to

push the market, A good deal continues to be produced in Guadalazar, and a considerable quantity is expected in the market from California.

push the market. A good deal continues to be produced in Guadalazar, and a considerable quantity is expected in the market from California.

Extract from a Letter from Mr. Birkbeck, dated Zacatecas, Nov. 3.

Since writing to you, I have visited the Bote with Mr. Placci. The building of the boiler-house and engine-house is progressing very satisfactorily, and he has commenced the erection of the high stack. He expects to have the building finished by the end of the year, and, in two months more, the engine in its place, when the only delay likely to take place may be occasiond by want of the pumps from England. He is beginning to get in a stock of firewood, and has already received about a 1000 cargas; in the meantime, he has found much relief in San Fernando shaft, by carrying the water from the bottom of the Guadalupe workings to the San Fernando shaft: he thus easily keeps down the water, and is now clearing out the sump, and expects to see something of the vein in Compania before dispatching his report. The Constancia cross-cat is coming upon another vein; but nothing has been seen yet of its quality. The ground in the east end of Guadalupe has altered materially for the better. Taylor's cross-cut has made good progress—114 varas in the month, and will probably reach the lode before the engine is ready.

Extract from a Letter from Mr. Placci, dated Zacatecas, Nov. 7.

My last respects were written on the 6th ult,, and since then I have been favoured with your letter of the 30th August. You will find the loss on the month rather heavy; but I have thought better to expedite, as soon as possible, the erection of the surface works at San Genaro, as those once finished, the expenses can be immediately reduced. Since I last wrote to you, not a week has passed without one or two day's rain; and, since the night of the 4th, the rain has again set in, and to-day all our works are stopped at the mine.

In my last I also informed you of the difficulty that I continued to have with the workmen. By referring to the tutwo

We have the honour to send you enclosed herein a bill of lading for 14 bags containing \$33,264 30, shipped to your address per Royal Mail steam-packet. Great Western, by order, and for account of S. B. Birkbeck, Esq., of Zacatecas.

Great Western, by order, and for account of S. B. Birkbeck, Esq., of Zacatecas. NATIONAL BRAZILIAN MINES.—Cuiaba Mine, Oct 17.—I respectfully beg to hand you enclosed Capt. Hitchins's mining report for the past 10 days, by which you will see that our expectations have not been frustrated, as the returns are repectable, and are likely to continue so. Cuiaba produce from the 6th to the 16th Oct., 5 mes. 1 oz., 6 oits. 55 grs.

ST. JOHN DEL REY MINES.—Morro Velho, Oct. 18.—Gold extracted to date, 6088 oits, from 361-07 cubic feet of sand (being the produce of 10 days' stamping) = 16:86 oits, per cubic foot. The quantity of stone stamped in these 10 days was 2027 tons—viz.: 861-6 tons of rejected stone; about 365-4 tons lapa, mixed with good stone, but which ought to have been rejected, had the supply from the mine enabled us to do so= 727 tons of lapa, valued at 1½ oits per ton, 1090 oits,: about 1800 tons of average good stone, valued at 14 oits, 5200 oits. = 2027 tons, calculated to be worth about 6290 oits. The fact is, the quantity of inferior stone sent up from the mine during the first

14 oits, 5200 oits.—2027 tons, calculated to be worth about 6239 oits. The fact is, the quantity of inferior stone sent up from the mine during the first half of the month has been enormous, quite beyond the proportion it usually bears to good stone; had it not been for this, the 10 days' stamps ought to have yielded 7000 oits. I am glad, however, to report that the stone now coming up appears decidedly better, and I am in hopes that it may enable us by the end of the month to compensate for the poor result of the first 10 days. Captain Treloar and John Rouse had long since given their opinion, that when the new 36 head stamps went to work, she would require the whole of the water which had previously turned the Warre and Susannah wheels, and you already know that the Warre stamps have been, in consequence, taken to pieces; but I was all along greatly averse to the additional sacrifice of the Susannah; and from the improvements we have introduced in the distribution of the water, she is still enabled to do excellent duty, without the slightest prejudice to the Powles' stamps

Supply of Stone.—The unusual extent of sickness prevailing here during the last seven or eight weeks has had its natural effect on the supply of stone from the mine, not only rendering it impracticable to respond to the additional requirements of the Powles' stamps, but compelling us latterly wholly to renounce picking: hence the unusual poverty of the produce, as compared with the quantity of stone passed through the stamps.

Stamps working 17 days, average 87-64 heads, the total number nominally working being 96 heads.

Amalgamation House.—The new 30-ft. wheel has now three barrels attached

working being 96 heads. ion House.—The new 30-ft. wheel has now three barrels attached

working being 96 heads.

Amalgamation Horse.—The new 30-ft, wheel has now three barrels attached to it, which it works, in conjunction with the new Saxe; and preparations are making gradually to attach the remaining barrels, as soon as their new frames and the requisite cog-wheel can be got ready.

Oct. 15 (Diary).—Some months ago, I promised to give a dinner to the English establishment, on the completion of the 36-head Powles' stamps. This dinner came off yesterday; I attended with the ladies of my family and my visitors. We set down about 120, including the miners' wives and families, in the large room of the New Hospital, which was beautifully fitted up for the occasion. A band of music played during the dinner. At night, dancing was substituted for drinking; this they kept up till 2 o'clock; and, I am happy to say, the whole passed off admirably well. In consequence of a very heavy fall of rain on Saturday evening, the timbering, put in a few months ago, to support the Chyrstae's rego, began to give way, causing a large and dangerous crack. Capt. Treloar, on hearing it this morning, rode out immediately, and had the timber fastened up with chains, which, it is hoped, will keep all tight at present. Meanwhile, he is getting fresh timber prepared, and to-morrow a large force of Englishmen and blacks will be sent out to make a thorough repair at this dangerous spot, where we suffered so much in June and July. Another breakage is just reported by the falling of an overhanging rock into the new rego, lately constructed for supplying the Bananal; about 6 ft. have been broken away, but this will be speedily set to right.

UNITED MEXICAN MINES.—Ganaxuato, Nov. 6.—Mane of Rayas.—

Cargas 784 Increase. \$3703 7 4 81045 0 5

Quicksilver.—I trust the directors will no longer withhold their usual monthly ipment of 100 bottles, as, with the improvement in the Rayas ores, and the ore than average standard of those purchasing for Duran and part of Dolores, ere is some probability of our consumption becoming larger than at the pre-

Remittances.—I have now to enclose my first bill of exchange, at 60 days' sight, to the order of the chairman of the court, for 400l., which has cost \$ 2299 4 4 to the debit of the corresponding account.—J. N. Shoolbred.

Report on the State of the Workings of the Mine of Rayas. Oct. 28th.—Points Worked by Buscones.—These are La Purisima, Los Reyes, San Lorenzo, San Pablo, San Ambrosio, and some other points of less note. No change worthy of remark has occurred during the month, unless it may be in a campo in San Ambrosio, where the ore is good, and the extent of solid

in a campo in San Ambrosio, where the ore is good, and the extent of solid ground considerable. In reference to the campos generally, there is a probability that the present rate of sales may be continued; but not room to hope for much improvement, unless some discovery be made.

Santa Cecilia.—This level continues as in the past month in hard poor vein, and abundance of water; in four weeks lt has advanced 3.47 varas.

San Luis.—This work in three weeks has advanced 2.81 varas, in hard poor vein, and has as yet failed of diverting the water from Santo Toribio.

Santo Toribio.—In the pozo of this name, the water having decreased, we have been enabled to recommence work: the ore continues as herefore, abundant and ordinary, but with some bunches of a better class. The contra ciclos of Jesus and La Merced present no change worthy of remark. Within the last week the end to the south-east, called Jesus, has improved, and the level of Santo Toribio, which was in barren ground, and is our most advanced point to the south-east, is again in ore. This is an interesting change, but not yet of

that decided nature which is required to hold out the maps that we have send one.

San Cayetano.—We have employed a variable number of barmen in extracting ore from the pillars and roof of these workings. In this operation the principal difficulty is the want of materials for filling up the immense open spaces, and these spaces are largest where the pillars are best; the consequence is, that our operations are at present directed to some of the poorer points, where less filling up is required. The want of workmen, mentioned last month, still continues, but in a less degree, in some kinds of work, and will probably soon be obviated in all. ll continues, but in a less region be obviated in all.

Note.—The \$70,000, referred to in the previous dispatches, have arrived.

John Mather, Secretary.

Marico dated Nov.

JOHN MATHER, Secretary.

REAL DEL MONTE MINES.—The letters from Mexico, dated Nov. 11, announce that a considerable improvement had taken taken in one of these mines, which, with the reduction of expenditure consequent on stopping the deep drainage, had enabled Mr. Buchan, the director, to nearly equalise the costs and returns. Mr. Buchan expresses a confident opinion that, if assisted with some capital to pay off liabilities, and increase the power of reducing the ores, the concern would very soon be returning profits.

KESWICK MINE.

Sir,—Can you direct where I can obtain any information as to the position of this undertaking? The public were informed that the cobalt alone would of this indertaking? The public were informed that the coolar alone would produce millions sterling per annum, and a proposition was to have been made to the Governor and Directors of the Bank of England to pay off the National Debt; but nothing lately has appeared on this most nationally important and interesting subject. Was the company brought out? If so, perhaps you will be good enough to mention the names of the brokers connected with it.

Bristol, Dec. 27.

TIN VALE MINING COMPANY.

SIR,—Your paper of this day contains a letter, signed "R.T.," dated "City," purporting to be from a shareholder in the company, and requiring to know whether "you, or any of your correspondents, can favour the shareholders with any information regarding its (Tin Vale) present state." I, therefore, beg to inform you, Sir, that there is no shareholder with such initials, and the object of the letter I must leave the anonymous "R. T." to determine. The shareholders are well aware that the books are, at all times, open to their inspection, and know their way to the office, although "R. T.," who professes to be a City man, does not appear acquainted with the locality of Threadneedle-street. The reports from the mines are invariably inserted in your columns.

57, Threadneedle-street, City, Dec. 28. Wm. W. MANSELL, Hon. Purser.

SOUTH WALES MINING COMPANY.

Sir,—In the Share List of your Journal, I see mention made of the South Wales Mining Company, quoted at 2½L, 2000 shares. Not having observed any reports or other particulars, I should feel obliged by being informed where e mines are situated, who is the manager, and who the purser.

A MINER IN SOUTH WALES. Carmarthen, Dec. 26.

CWM ERFIN MINING COMPANY.

CWM ERFIN MINING COMPANY.

At a meeting of adventurers, held at the offices, on the 21st instant, the accounts were presented, showing—Cost for July, 1461. 10s. 6d.; ditto for Aug., 1921. 2s. 1d., ditto for Sept., 1702. 8s.; Cost for Oct., 2291. 2s. 9d.; purchase of water-wheel, crusher, and materials from Bron-y-Gadair Mine, 1501.; ditto of materials from Pen-Pom-Pren Mine, 151. 5s. 9d. = 9081. 191. 1d.—Balance from last account, 1071. 17s. 9d.; call of 10s. per share, made Sept. 27, 5001.; lead ore sold to Messrs. Newton, Keats, and Co. (less dues, 1-10th, 241. 14s. 6d.), 2221. 11s. 2d.; received for materials at Bron-y-Gadair Mine, 131. 15s. 6d. = 8441. 4s. 5d.—Balance against the mines carried to next account, 591 14s. 8d.—Mr. T. P. Thomas having recommended the construction of an inclined plane for drawing out the ore and stuff from the mine, to be worked by a water-wheel, it was resolved, that Capt. Absalom Francis and Capt. S. Nicholls be requested to report on the fitness and applicapility thereof, the cost of construction, line of inclination, and probable time of its being sunk to the present 20 fm. level, and to furnish as much information as practicable on the general construction and position of such work.—A call of 10s. per share was made.—The following reports, from Capts. A. Francis and S. Nichols, was read to the meeting:—

Cwm Erfin Mine, Dec. 22.-The eastern end, in the 20 fm. level, for the last 2 fms., has Come Erfin Mine, Dec. 22.—The eastern end, in the 20 fm. level, for the last 2 fms., has been worth 20l. per fm.; the western level, for the last 2 fms., has been worth 7l. per fm.; the stope, behind the eastern end, in the 20 fm. level, for the part of the lode yet seen, is poor; but we expect to find the best portion to the nerth of us. Our stopes, over the 10 fm. level, are producing half a ton of ore to the fathom. This is the present state of the mine, provided we could work; but, since Wednesday last, we have been able to do nothing at surface—the frost having been so severe as to stop our machiner; and, unless there is a change of weather between this and Monday, all our underground men will be idle. We had no idea that you were going to propose our sinking an inclined plane for some time to come, and would advise that being prorogued for the present, as a drawing machine, which will not cost, at the utmost, more than 100l., would be ample to draw our stuff for the next 18 months or two years. Our raisings for the next 12 months, should the ground turn out favourably, and which we may expect from appearances; in the bottom of the 10 fm. level, will be about 25 tons per month, and which, we fancy, will leave us a profit of about 1000l.

LAMHEROOE WHEAL MARIA MINING COMPANY.

The adjourned general meeting of adventurers was held at the offices, on Thursday, the 28th inst.—Joseph Bishop, Eq., in the chair.—The Secretary (Mr. Crofts) having read the minutes of the meeting on the 14th inst., they were confirmed; and this meeting having been convened specially in reference to the mode of dealing with any shares which might then be in arrear of call of the 22d Sept. last, the secretary read the list of such arrears, amounting to 105 shares, when, on consideration of the smallness of the number, the meeting resolved, that one month further time should be given for payment of the arrears, amounting, in the whole, to 524 10s.—A short report from the agent of the mine appears among our "Mining Correspondence."

NORTH DEVON WHEAL ROSE MINING COMPANY.

NORTH DEVON WHEAL ROSE MINING COMPANY.

The first general meeting of shareholders was held at the offices of the company, Threadneedle-street, on Friday, the 29th inst.,

S. Broad, Esq., in the chair.

The meeting was attended by the holders of upwards of 1200 shares, who were evidently satisfied with the prospects drawn from the reports of Capts.

Dunn and Trelease, which were corroborated by the report of a well-known and experienced mining agent.

The lease was produced, being a grant from Sir Charles W. Watson to the present company, by which the dish or dues are 1-15th, and the usual term of 21 years. The steam-engine is nearly fixed, and will be ready for working in another week, which will unwater the shaft 50 fathoms deep, and enable the workmen to cross-cut all the lodes and obtain backs of 40 fathoms. Some rich ore, broken 6 feet below the surface, was preduced, being the greater part of a block weighing 846 lbs.

block weighing 846 lbs.

The following report, from Capt. R. Edwards, was read to the meeting: block weighing \$46 lbs.

The following report, from Capt. R. Edwards, was read to the meeting;—

Dec. 20.—I have inspected the above mine, and find it is a large set adjoining, and north-east of the old Combinarin Mine. A shaft has been sunk, I am informed, 50 fms. deep, or 40 fms. below the adit, but that very little has been done towards exploring the lodes at that depth: report says there are good bunches of ore left, and now under water, that would pay well for working, but of this I am doubthi; a mine might be sbandond with good indications, but I do not think it is likely if there were good bunches of ore is sight; but as there is a good engine, pitwork, pumps, &c., on the mine, and as the shaft is firm, this could be soon proved, and at little cost. In the adit level four lodes have been seen and wrought on. The copper lode has been driven on about 40 fms., it is from 1 to 3; ft. wide, and composed of a promising gossan and spar. The north lode is about 3 ft. wide, but to what extent it has been driven cannot be said, as it by sarly full of rabbish left by the former workers; so far as can be seen it is poor, although it contains spots of lead ore. The south lode has not been much wrought on, it is from 1 to 3 ft. wide, with good stones of lead ore; this lode has had but a very partial trial, for it is evident the ground taken away was only just that which would pay for working, without anything having been done to explore it. The main lode has been driven on, east of the greater part of the length laid open, but in small quantities, neither can I say the lode, east of the present end of the adit, some of the finest stones of lead ore that I ever saw have been taken up—there are now some on the mine from 2 to 3 cwts, quite pure. To drive under this would be a good speculation, because if it be found as good downward as it is near the surface, it would be exceedingly profitable. No man can say before the worth the outlay required to prove it. I should think the mine concless I have my doubts about it, but

WHEAL BENNY MINING COMPANY.

WHEAL BENNY MINING COMPANY.

The adjourned general meeting of adventurers was held at the offices, on Thursday, the 28th inst., when most of the influential shareholders being present, a discussion arese upon the best mode of prosecuting the further working of the mine with special reference to economy; and the agent having reported that it was probable the Ford lode would be cut the latter part of naxt week, it was resolved to confine the workings to that lode, and to the development of another lode, which will be intersected by the south adit cross-cut, and instructions were given to the agent accordingly.

The following is an analysis of the balance-sheet:—Calls, as per statement, Aug. 15, 3120/, 15s.; ditto, 22, per share, 12th Sept., 512/, (less calls on shares held by mine, 744, 17s.), 3557/. 18s.; add liabilities of mine, 160/. 10s. 9d.—3718/. 8s. 9d.—Total cost at mine to end of Oct., and in London to end of Nov., 3501/. 10s. 9d.; assetts, comprising arrears of calls and cash at banker's, 216. 18s.

—3718/. 8s. 9d.—By calls, as above, 3557/. 18s.; cost, as above, 3501/. 10s. 9d.; leaving balance in favour of mine, 55/. 7s. 3d.

th Caradon

Wire Minimum.—A general meeting was held at the mine on the 18th inst., when the accounts were presented, showing balance against adventurers of the 18th M. A report having been read, it was resolved that the workings about he continued, and that a call of 12 per share be made. It was proposed by the pursar and Capt. Dyer, that their salaries be reduced, the former to 42s. and the latter to 63s. monthly, from the end of the present month.

CORNISH STEAM-ENGINES.

Number reported	1
Average load per square inch on the piston, in lbs	ı
Average number of struces per minute	ı
Gallons of water drawn per minute 4000	1
Average duty of 15 engines—being million lbs. lifted I foot high, by the consump-	ı
tion of 1 cwt. of coals 63.9	ı
Actual horse-power employed per minute	ı
Average consumption of coals per horse-power per hour, in lbs	ı
EM W DOOLD BOTARY-ENGINES WHIMS.	ı
** * * * * * * * * * * * * * * * * * * *	

Number reported 19
Number of kibbles drawn 4 74 766

Average depth of drawing, in fathous	Train.
1 cwt. of coals	66.6
l cwt. of coals Average duty of 10 engines, as above	16.5
Number reported	6
Average number of strokes per minute	18.8
Average duty of 5 engines, as above	31.9
Average number of strokes per minute Average duty of 8 engines, as shown. Actual hone-power employed	110-1
PUMPING-ENGINES DOING HIGHEST DUTY.	
Fowey Consols Millions	92-1
Ban Canada and a state of the last of the state of the st	00.0

Par Consuls and the contract of the contract o	- 89 €
Great Polgooth 80-inch single	86°0
Trelawny	74.7
Cailington 50-inch single	72:0
Tamar	70-2
WHIM-ENGINES.	no.T
Par Consots	27:1
Fowey Consols	24.6
Fowey Consols	23.9
	15:4

COAL MARKET, LONDON.

WEDNESDAY.—Buddle's West Hartley 14 9—Carr's Hartley 15—East Adair's Main 14—Hasting's Hartley 14 6—Holywell Main 18 6—New Tanfield 14—Ord's Redheugh 14—Townley 14 6—Windsor's Pontop 14—Wylam 14—West Hartley 15 6—Cowpen Hartley 15—Hartley 14 to 14 6—Halbeath's Splint 13 6—Sidney's Hartley 14 fo 14 6—Halbeath's Splint 13 6—Sidney's Hartley 14 6—Wall's End Clark 15—Framwelligate 18 6—South Killingworth 13—Haswell 19 9—Stewart's 19 6—Wittvell 18 6—West Poase 15 6—West Conforth 18—Woodefield 15 6.—Ships at market, 58; sold, 19.

narrep. es: even. 15.

FRIDAY.—Buddle's West Hartley 14 9—Hasting's Hartley 14 6—Holywell Main 15 6—New Tanfield 14—Ord's Redheugh 14—South Pontop 14 3—Tanfield Moor 15 6—Windsor Pontop 14—Wylam 14—Wall's End Clark 15—South Killingworth 13—Eden Main 19—Binddyll's Hetton 19—Haswell 19 6—Tees 18 9—Hartley 14—Sidney's Hartley 1 ley 14 6 .- Ships at market, 43; sold, 20.

RAILWAY TRAFFIC RETURNS,

Name of Railway.	Lgth. Rway	Present ac- tual cost.	Price per share	Div.	Tranic 1848	Returni 1847
Belfast and Ballymena.	371	duq sa vants	201	CHEST.	£ 346	-
Birkenhead, Lancashire,& Chesh.	19	997,284	37	5 p. c. *	710	552
Caledonian	141	3,993.732	214	-	3729	-
Chester and Holyhead	.84	3,014,602	21	1424	1372	
Dublin and Drogheda	35	774,875	26	-	670	632
Dublin and Kingstown	7#	395,915	HEATTONK	6	645	502
Dunden, Perth, & Aberdeen June.	474	544,554	251	18 0	875	797
East Anglian (Lynn to Ely)	67	1,167,104	4	1000	724	No.
East Lancashire	44	1,733,915	161	.5	1751	805
Eastern Counties and Norfolk	307	10,364,505	111	-	15748	14714
Eastern Union	504	1,522,232	20	_	1210	-1119
Edinburgh and Glasgow	1.078	2,556,889	39 -	16/	8089	3082
Edinburgh and Forthern	78.	1,729,913	164	49	1667	537
Glasgow, Paisley, and Ayr	1024	2,286,353	65	4	2327	2104
Glasgow, Paisley, & Greenock	994	A. 849,328 m	on 140 ed	104/5	811	885
Gt. Southern & Western, Ireland	131	2,844,897	24	40	011	1629
Great Western	3052	11,311,069	794	7	-	
Kendal and Windermere	101	174,600	23	-	128	18000
Lancaster and Carlisle	70	1,476,102	1/504 CT	40.1	2015	77
Lancashice and Yorkshire	1721	8,242,628	57-8	6		1154
London and North Western	435	22,835,120	124		11134	8136
London and Blackwall.	1401	1,299,675	anna activ	7	45742	40006
ondon Brighton, & South Coast	1624		- at4 b	94	None of	737
London and South-Western	215	6,284,819	40		8680	6758
	144	7,139,733	16	6	10214	7869
Londonderry and Enniskillen	914	154,643		-	117	
fanchester, Sheffield, & Lincolnsh.	28	4,651,093	48	9	2783	1878
faryport and Carlish	471	443,974		-		-
	60	13,254,006	187	6	23677	18052
didland Great Western (Irlsh)	99	725,332		4.	1157	-
forth British		3,163,450	10#	6	2395	1783
cottish Central	451	1,245,496	254	- 1	894	3700
hrowsbury and Chester	47	780,279		5	1505	531
outh Devon	55	1,789,351	10,00	57110	1330	672
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Transactions of Scientific Bodies.

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MEETINGS DURING THE ENSUING WEEK.			
Monday Entomological-17, Old Bond-street			ŀ
Pathological 21, Regent-street, Waterico-place			4
WEDNESDAT Geological Somerset-house	8	P.M.	
THURSDAY Zoological-11, Hanever-square	3	P.M.	
FMIDAY Botanical-20, Bedford-street, Covent-garden			
SATURDAY Asiatic New Burlington-street	2	P.M.	ŋ
Westminster Medical-17, Saville-row	8	P.M.	

Proceedings	of	Public	Companies.
MEETINGS	DUR	ING THE EN	SUING WEEK.
MondayCleveland Mining TuesdayTaw Vale Railwa	Com	pany—on the	mine. Ny—London Tayern, at Two
London Docks C	ompa	ny-offices, at	One.
WEDNESDAY Callington Minin	g Con	npany-offices,	at Two.

South Devon Railway—Exeter.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

SOUTH DEVON RAILWAY-ATMOSPHERIC SYSTEM.

SOUTH DEVON RAILWAY—ATMOSPHERIC SYSTEM.

A meeting of shareholders was held at Bristol, on Thursday last—J. Chill-cott, Esq., in the chair.—The meeting was convened for the purpose of considering matters in relation to the approaching special general meeting, which, in compliance with two influentially signed requisitions addressed to them, the directors have appointed to be held at Exeter on the 6th January.—The Chair—Man explained the circumstance which had led the Bristol committee to call it, and suggested that a committee of inquiry ought to be appointed with authority to attend the approaching special general meeting.

Mr. F. Fax (formerly a director)—alled the attention of the meeting to the point which he considered should form the most important subject for discussion at Exeter—namely, whether they should give up the system of atmospheric traction, and adopt that of locomotion, or whether they should adopt the course recommended in the pamphlet recently published by their ex-chairman, Mr. Gill.

The Chairman said, the point referred to by Mr. Fry was one which had engaged much anxious attention, and which had, indeed, been anticipated by the requisitionists. One of the requisitions required the special meeting to be convened for the purpose of ascertaining "what mode of traction is most suitable for working the South Devon Rail—way, and whether any person is willing to enter into a contract with the company, for working the line in the manner which shall be deemed to be most conducter to the literests of the company, and to the safety and convenience of the public."—A Propraction recommended that, before taking any steps, the shareholders should await the publication of the statement of the chairman and directors, which was expected everyday.—The question of the takement of the chairman and breators which was expected everyday.—The question of the meeting should be added by, and that a vote of confidence should, without any inquiry, be passed in the directors, and the locomotive system adopted, as resl

out any inquiry, be passed in the directors, and the locomotive system adopted, as resolved by them.

Mr. Wilkinson (of the London and Oroydon Railway) opposed this view of the case at some length, contending that the atmospheric system had been adopted upon the alrong recommendation of the board of directors, and of their engineer, Mr. Brunel; that its adoption had been attended with a cost of 400,0004, and that it ought not to be abandoned, unless, after a fair and sufficient trial, strong reasons from their engineer for the change could be adduced.

Mr. Woollouse stated that it would require 500,0001, more if the line was to be completed on the atmospheric principle, and that a pamphlet containing a refutation of all Mr. Gill's statements would be published on Friday.

Two resolutions were adopted by the meeting—the one thanking the directors for having called the special general meeting, and the other recording the opinion of the shareholders present, that in order to carry out the objects of the requisition in which that meeting was called, a committee of inquiry should be appointed to make the necessary investigation, and to attend at Exeter,—The meeting ultimately adjourned to Monday.

SOUTH AUSTRALIAN COMPANY.

A special meeting of this company was held at the office, Old Broad-street, on Friday, the 29th inst., for the purpose of receiving a report from the directors on the affairs of the company.—G. R. Topp, Esq., in the chair.—The report stated that the rentals were improving steadily. The town and port rentals for the six months, ending 29th April, were 2379t. 19s. 3d.; those from the wharf, 853t. 16s. 2d.—3238t. 15s. 5d. The country rental was 4759t. 6s. 9d.—on the whole, a rental of about 12,000t. per annum was in the course of being obtained. The accounts of the mining operations in the colony were satisfactory, but the directors did not intend to continue to work them permanently, the present operations being only to test their value for teasing. After some discussion the report was adopted, and Mr. Currie was elected a director, when the meeting adjourned. [The discussion was of a highly important nature, but carried to such length, as to compel us to postpone its publication]

The Australian Agricultural Company have at length received from the Crown the title deeds of its grant of 1,000,000 acres of land, situated in the colony of New South Wales proper, and free from all quit-rents, imposts, and reservations. The company purpose throwing open the whole of its territory for sale, in allotments of all sizes, to suit the views of capitalists, with the privilege annexed of commonage for their sheep and cattle on the company's waste lands.

IMPROVEMENTS IN OBTAINING METALS FROM COMPOUNDS.—The following patent has been obtained by William Hunt, Dodderhill, Worcester, chemist. for "improvements in obtaining certain metals from certain compounds, and in obtaining other products by the use of certain compounds containing metals." Patent dated June 24; specification enrolled Dec. 23:—This invention consists of certain modes of obtaining iron from iron slag, copper and tin from copper slag, and the sulphate and carbonate of soda from common salt (chloride of sodium). The patentee proposes to run the iron slag into a vessel having a perforated bottom, and placed in a pit filled with water. The vessel is then lifted up by means of suitable hoisting tackle, and the grarulated iron emptied out, and mixed with about one-fourth of its weight of small coal, or coal-dust. This mixture is placed in a reverberatory furnace, covered with coal-dust, and submitted to the action of heat for a time long enough for the oxygen to be disengaged, and the oxide of iron converted into metallic iron. Or it may be converted, after the cementing process, into pig-iron, or malleable iron, by any of the well-known methods. Instead of skimming off the copper slag into sand beds, as has hitherto been customary, and allowing it to solidify in masses, it is proposed to run it into water, in the same way as the iron slag, whereby it will be granulated. Or, to crush it by the application of mechanical pressure, the ore is first calcined (for the purpose of freeing it from sulphur), until the proportion of copper is 60 instead of 35, and then melted in the usual way. The slag, after being separated from the regulus, and reduced to a granulated state, is mixed with any sulphurising or deoxidising substance, such as iron or copper ore, in the proportion of 30 bas of copper ore, 40 lbs. of line, and 20 lbs. of coal-dust to 1 ton of slag, and then submitted to the action of heat, after which it is lixiviated. Sulphuret of iron, or manganese, or with both combined, or with oxide of iron, or IMPROVEMENTS IN OBTAINING METALS FROM COMPOUNDS.—The following

IRON TRADE OF FRANCE.—According to advices from St. Dizier, the metal trade of that place is in a very depressed state. One communication says—it is impossible to conceal the present position of the metal forges, which is extremely bad. The old markets do not pay. Irons are selling at a depreciation of 80 per cent, and tins at that of 50 per cent. We are informed that travellers accept any price they can obtain, although we quote sheet-iron at 240 frs., and welded iron, at 270 frs., for delivery here."

REVIVAL OF THE IRON TRADE.—We are glad to learn, from an authentic source, that the depression in the Welsh iron trade has been arrested. Orders are coming in more freely, and the prices, although not remunerative, is better for the manufacturer.—Hereford Journal.

daga County, State of New York.

NEW PATENTS.

C. Low, Esq., Roseberry-place, Dalston, for improvements in smelting copper ore.
G. F. Wilson, Esq., Belmont, Vanxhall, and C. Humphrey, Manorstreet, Old Kenfreed, merchant, for improvements in the production of light, by buffling oleic acid for lamps, and in the construction of lamps and manufacture or preparation of oleic acid for that purpose.
W. D. Chowne, M.D., Connaught-place, West, for improvements in ventilating rooms and anartments.

W. D. Chowne, M.D., Connaugus-place, 19 as a second partner of heels for boots and and partnernts.

M. Poole, Esq., London, for improvements in the manufacture of heels for boots and shoes, of swivels, of bug fastenings, of revolving furniture, and of the connection of pipes for gas and other fluids. (Being a communication.)

J. Mitchell, chemist, B. Alderson, C.E., and T. Warriner, farmer, Lyons Wharf, Upper Fore-street, Lambeth, for improvements in smelting copper.

I. Kinsman, late of New York, but now of Ludgate-hill, merchant, for improvements in the construction of rotary engines to be worked by steam, air, or other elastic fluid.

R. Jobson, Holly 'Hall Works, near Dudley, Stafford, engineer, for improvements in the manufacture of stoyes.

namfacture of stoves. W. E. Newton, Chancery-lane, C.E., for certain improvements in steam-engines. (Being

DESIGNS FOR ARTICLES OF UTILITY REGISTERED. Thewlis and Griffith, Warrington, churn .- Mechanics' Ma

CURRENT PRICE OF GOLD AND SILVER. Foreign gold, in bars per oz. £3 17 9 New dollars per oz. £0 4 10 "Portugal pieces 0 0 0 Silver in bars (standard) 0 4 11

Current Prices of Storks, Shares, & Metals,

Autobase STREET TENTER	PUMIN TRATITOR
STOCK BXC	HANGE, Saturday morning Eleven o'chek
Sahk Stock, 7 per Cent., 199 1 per Cent. Reduced Ann., 88# 4 per Cent. Consols Ann., per Cent. Ann., 89 8 2 cong Annuites, 82 ndia Stock, 102 per Cent., per Cent. Consols for Ops., 882 # 4	Belgian, 4# per Cent., 76# Dutch, 2# per Cent., 76# Brazillan, 5 per Cent., 74# 8 Chillan, 6 per Cent., 74# 8 Mexican 5 per Cent., 24# 4# Russian, 5 per Cent., 16# 3 Spanish, 5 per Cent., 16#
Exchequer Bills, 1000/. 2d. 41 38 pm.	Ditto 3 per Cent., 271 8

MINES.—The mining share market may be considered firm, although the mount of business actually transacted since our last has not been of any great importance-nor do we expect it until the festive season is fairly over. There has been an active inquiry, however, for shares in our leading mines; but gee:

importance—nor do we expect it until the festive season is fairly over. There has been an active inquiry, however, for shares in our leading mines; but gas in nerally sellers will not conform to present market prices.

By the several lead sales which have taken place during the week, we learn that an advanced price has been obtained above previous sales, by the respective mines. The maintains a fair price, and severa mines, which had been partially suspended, are now making a profit. Copper mines are still at the tender mercies of the smelters; but we yet encourage the hope of seeing the new year bringing with it an improved standard.

North Pool bi-monthly account meeting was held on Tuesday last, when a dividend of 171, per share was declared.

The two-monthly account meeting of East Wheal Rose adventurers was held on the 28th, when we learn that a dividend of 301, per share was declared.

The official statement has not yet reached us.

South Wheal Basset, Carn Brea, Tamar, Trehane, Condurrow, Tincroft, and West Caradon, have been in request.

We learn that Tamar Consols has greatly improved; the lode, from the 125 to the 175 fm. levels, estimated to contain 19,500 fms. of ore ground, has become more valuable for silver, which must considerably enhance the prospect of South Tamar, recently recommenced.

Shares in the following mines have changed hands since our last:—East Wheal Rose, Bedford United, Wheal Trehane, Wheal Trelawny, Herodsfoot, East Tamar Consols, Menulp Hills, Tincroft, Tamar Consols, Caradon Copper, Camborne Consols, and Mary Ann.

We alluded a short time since to the prospect of some influential parties forming an establishment for the smelting of tin. However rapid such rumours may have spread, or undefined the proposition at the time, we considered it would prove gratifying to adventurers in tin mines to chernsh even the hope of having other buyers for their produce. We have since learned that there is every probability of an early and complete formation of the establishment; and: we trust

believe that these auxiliaries are much required to effect an equitable adjustment of our present smelting system.

In another column will be found an article on "Mining in 1848," showing the returns, and dividends paid, by our leading mines during the year. Notwithstanding the difficulties which this important section of our national wealth has had to encounter by the unprecedented depression of the standard of copper ore, the unsettled position of our commercial intercourse with continental Europe, and the eventful changes that have transpired in the financial affairs of India, together with the late "monetary crisis" at home, we may congratulate our friends on the gratifying representations afforded by the summary referred to.

of India, togener with the analysis representations afforded by the sumunary referred to.

We are advised that nearly all the additional shares created by the annexation of an extensive and valuable piece of ground to the sett now called the
Kingsett and Bedford Mines have been taken up. The sett is considered important, from its proximity to Wheal Friendship (which mine is stated to have
returned to the adventurers a profit of 300,000L), as well as for the many discoveries made since the recommencement.

Wheal Benny and Lamherooe Wheal Maria meetings, were held on Thursday, at the offices. The statement of accounts in the former shows a balance
of 55L.7s. 3d. in favour of mine, but a call of L per share was deemed necessary.

North Devon Wheal Rose first meeting of the shareholders was held at the
offices of the company, yesterday, when some highly satisfactory reports were
read from the agents who have inspected the sett; stones of rich silver-lead
ore were exhibited, one, originally weighing above 850 lbs., is certainly a besutiful specimen—the whole, about 3 tons, having been raised not deeper than
6 feet from the surface.

The half-yearly meeting of the South Australian Company took place, at
the offices, yesterday, when the subject of copper smelling was discussed with
manifest interest, both by the directors and shareholders. A full report of the
proceedings will appear in our columns next week.

manifest interest, both by the directors and shareholders. A full report of the proceedings will appear in our columns next week.

An adjourned meeting of the Banwen Iron Company was held yesterday; and we learn, that a gentleman, fully competent for the purpose, has been appointed to visit the property in Wales, and report thereon. We think this inspection may lead to something more than satisfaction to the paid-up shareholders. We hope to be in a position shortly to make some statements relative to the financial and other particulars, which will account for the extraordinary taciturnity of this company.

In foreign mines, the transactions in shares have been tolerably numerous—there has been an active demand for United Mexicans at an advance; and in St. John del Rey shares a fair business has been done during the week at advanced quotations. There have been strong buyers, without producing corresponding sellers. Barossa Range, Copiapo, and Bolanos have also been done. Some Real del Monte shares were done yesterday at \(\frac{1}{2}\). Dispatches have been received by the Mexican Mining Company and the St. John del Rey.

The Anglo-Mexican letters are to the 6th November; the report shows a loss of \$198 on October month working.

The Bolanos report for October is given in detail in another column—a remittance of \$38,364 has been advised.

The United Mexican advices are to the 6th November; the mining report

mittance of \$33,264 has been advised.

The United Mexican advices are to the 6th November; the mining reportpresents a very satisfactory prospect—whilst the increase of October ores, over
the preceding month appears to be about 784 cargas.

The National Brazilian advices is to the 17th October, and represents the
returns for 10 days from Cuiaba to be mks. 5 1 6 55, which is considered
satisfactory.

The St. John del Rey advices are to the 18th October. The accounts are
for 10 days' working; the quantity stamped was 2927 tous of stone, calculated
to be worth about 6290 cits. Some trifling breakages had occurred on the regos
in consequence of the rains setting in; but they had been repaired, and made
more secure than ever. The rains having set in, will prove of immense advantage to the stamps, and enable them to work with far better effect, and
crush much more mineral, as the supply of water before had been rather slack.

The supply of ore from these mines seems inexhaustible; and the new discovery is going on most satisfactorily.

HULL, TRUEDAY.—Transactions in shares have been very trifling since our last, with rices tolerably steady. Hull and Selby's in better request, but they can be bought much under the London quotations. Leeds and Brasifords are offered at 984.; Darwen pre-erence at 174; North Staffords free sellers; Ambergates wanted.

RAILWAYS.—On an average of six of the leading railways, they suffer to the extent of 100,000% a year by depredations and negligence. They also pay 200,000% a year for the Government tax of 5 per cent. on first and second-class passengers; 200,000% a year for parish rates and taxes for land, which had before not paid 200,000 sixpences. This is in addition to stamps, which make another 100,000% a year, and tithes, income-tax, &c., all levied in the most capticious manner.

apricious manuer.

RAILWAY CALLS.—The calls for Jan. next, already announced, amount to London and North-Western have concluded a loan of 300,000. with the Bank

or Ingland. At the Rugby sessions just held, the company appealed successed fully against a poor-rate in the parish of Church Lawford, levied at 1800l. per mile per annum; it was argued by the company, and confirmed by the bench, that 750l. per mile per annum should be the sum assessed in future, and in other portions of the parish the rate was reduced from 1500l. per mile to 500l. s just he The Monmonthshire Railway Company having completed a loan for 45,000% intend to carry their works on vigorously.

IRISH MARRIE.—The vessel Victoria, which has just arrived in the rivet from Galway, has brought 51 tons weight of Irish marble, as a portion of her cargo, the produce of Galway. This large importation of this valuable stone from Ireland is of great interest, as illustrating the resources of that portion of the sister island for such supplies. A similar importation from the same port recently took place.

recently took place.

SPAR.—In England ornamental masonry appears to have been coried on longest in Derbyshire, which county is singularly rich in mineral productions. The objects originally made of spar were urns, vases, columns, and obelisks; but generally they were solid lumps of stone, and from their great weight most inconvenient to move about. But later works, besides being copies of the most approved forms of the antique, are manufactured very thin and light, so that a taper placed within displays the most extraordinary and richest colours in the mineral world. Apart from its splendid veius and hues, this substance is valuable from its being peculiar to this country. A prodigal waste of this stone was once carried on when abundance could be obtained from the mine, but now it is extremely source and expensive, the price having risen from 147, to 502, per ton, and even larger sums have been given for very fine specimens.—Builder.

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REMA self durin than have been read for favour ironmaste favourable maintain t the Birmin consideral down. 1 Ke

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LON	DON, I	DEC	EA	BER 29, 1848.		
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REMARKS .- The improvement in the iron trade n to the feeling usually entertained at this season of the year) still further developed itself during the past week, and we have to report a very firm market, at higher rates than have ruled for some time past. Welch bars, which, for common makes, could have been readily bought at from 44. 12s. 6d. to 144. 15s., cannot now be had under St.; whilst for favourite makes, St. 5s. is demanded. The preliminary meeting of the Staffordshire ironmasfers was held on Thursday, at Wolverhampton, when, in consequence of the more favourable state of the general fron trade of the county, it was unanimously resolved to maintain the prices fixed at last quarter day; consequently no alteration will be made at the Birmingham meeting on the 14th January next. Scotch pig-fron has again advanced considerably, and must; be written firm at 44s. for 3-5ths No. 1, and 2-5ths No. 3, cash down. For delivery in the spring 1s. 6d, to 2s. per ton more has been paid; and for No. 1, Gartsherrie, 45s. is now asked. The amount of stock in hand at Glasgow has not yet been satisfactorily ascertained, but from information we have received upon the point, and upon which we can rely, we believe it will not be found to exceed the quantity on hand at This period of last year—say, about 90,000 tons in store and with the makers. Swediah iron has also advanced in price, and from the smallness of the stock, it is expected will go still higher.—Copper remains firm and in fair demand.—Tin-plates firm at quotations, and stocks light.—Spelter quiet, sellers at 144. 10s. to the feeling usually entertained at this season of the year) still further developed it.

Wolvernamptow, Dec. 28.—The preliminary meeting of the ironimasters of this district, was held at the Swan Hotel, and was attended by a larger number of gentlemen engaged in the trade than have been usually present on similar occasions. In fact, every lumes of importance in the district was represented, and amongst those present were—Massra. P. Williams, Bagnells, Burker, Orazebrooke, James Foster, G. B. Thorney-croft, William Hard, Spatrows, Best, and Barrs, Waiter Williams, John Jones, William Pryer, Elchard Smidh, as the representative of Lord Ward, H. B. Whitchouse, John Dixon, Joseph Haynes, John Knight, and representatives of the following firms:—Barrowe, Half, and Compiany; Parkfield Company; James Williams and Company; Cocrame and Company; Tevers and Company, &c., &c.—MICHAEL GRAXERROOKS, Esq., hav-

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ing been called to the chair, the present condition and future prospects of the trade were laid before the meeting; and I am happy to be able to say, the accounts were, on the whole, encouraging, and led to a unanimous resolution, that present prices should be maintained during the easuing quarter, and will, therefore, stand as follow: —Pig-iron, 3t. 5s. to 3t. 10s.; bars, 6t. 10s.; hope, 7t.; and sheet-iron, 8t. The stocks of pig-iron are said to be very low; and there is no doubt, if any other resolution than the one agreed to had been adopted, the proprietors of large houses would not take orders below the above prices. The condition of the Welsh and Scotch markets has been a great draw-back upon the trade of tils district; but I understand that, during the past week, the masters in Welse have evinced a determination to progress; and accounts have been received here of an advance of 10s. a ton having taken place upon Welsh iron. The general reports from all the other iron districts are much more satisfactory than they have been; and there is every reason to hope we have seen the lowest figure in this district, and may look forward with increased confidence to a more prosperous year than we have just passed through.

SILVER-LEAD ORE

Bidders. Price per Ton.
R. Michell and Son£11 9 6
Newton and Co 11 18 6
Sims, Willyams, and Co 12 1 6
Thomas Somers 11 18 6
Tamar Smelting Co 12 6 6
J. T. Treffry 11 6 6
Walker, Parker, and Co 10 15 0
Looks Dischatt and Co

LEAD ORES Ticketings at the King's Head Hotel, Holywell, Dec. 28.

Mines.							ons.								
															Walker, Parker, & Co.
Pen-yr-henblas	 		9.4	91		0.0	45	-		 		9	18	0	 Newton, Keates, & Co.
ditto													18	0	 Eyton; Mather; Newton
Westminster	 				 		70			 		9	5	0	 Walker, Parker, & Co.
Belgrave	 	0			 		40			 0.0		9	9	0	 ditto
Jamaica												9	11	0	 Newton, Keates, & Co.
Garregboeth .	 				 	 	6			 	,	9	8	6	 ditto
Aberystwith	 				 	0.0	9		 •	 		9	3	0	 J. P. Evton.

Total tons 281	-A	advance, or	a ti	he w	ho	le, of	full 5s. per ton.
		Sold at Bag	ille				
Douglas							Newton, Keates, & Co.
Cwmbryno	14	*******	9	2	6		Walker, Parker, & Co.
ditto	8	** ** ** **	9	0	6		Newton, Keates, & Co.
Trelogan	15	*******	9	11			
	1	Sold at the M	ine	2.			
East Wheal Rose	85	£	11	17	6		Newton, Keates, & Co.
ditto	58	*******	11	12			
ditto				5			Newton, Keates, & Co.
		Sold in Lond	lon				
Cwm Erfin	20	£	12	16	6		Newton, Keates, & Co.
	Se	ld at Aberus	lapi	th.			
Cwmystwith	30	£	8	13	6		Tamar Co.
	8	old at Lisked	wd				
Herodsfoot	90	£	10	11	0		Newton, Keates, & Co.
Trelawny	103	£	17	3			T. Somers.

BLACK TIN

Mine.						2	one.			ł	rice	2.	Purchasers.
Polberou	Mines		٠.	 	 		114	 	• •	 £44	12	6	 Daubuz.
ditto							6			 42	12	6	 Bissoe Company.
ditto	**			 	 		3	 		 40	7	6	 Calenick Smelting Co.
ditto				 	 		11			 43	12	6	 Bissoe Company.
West Wh.	Jewe	ıl		 	 		4		 	 44	10	0	 Williams and Co.
ditto				 	 		34			 43	17	6	 Calenick Smelting Co.
ditto				 	 		14			 42	2	6	 Bissoe Company,

COPPER ORES.

Sampled Dec. 13, and Sold at Andrew's Hotel, Redruth, Dec. 28, 1848.

Agines.	Ton	8.		Pri	w.		Mines. Tons. F	rice	
United Mines	107		£2	17	0		Wheal Comfort 46£3	5	
ditto	102		4	2	0		ditto 44 1	17	٦
ditto	101		1	19	0		South Caradon 92 4	13	
ditto	99	****	2	6	0		ditto 52 7	9	
ditto	98		3	17	0		ditto 51 7	4	
ditto	89		2	9	6		ditto 22 3	6	
ditto	83		6	3	0		ditto 17 6	15	
ditto	82		3	12	0		Tresaveau 115 4	4	1
ditto	78		2	9	6		ditto 65 2	16	1
ditto	77	****	2	19	0		ditto 48 2	0	-
ditto	74		4	1	0		Creeg Braws 71 2	7	-
ditto	57		4	17	6		ditto 34 3	4	-
ditto	56		4	6	6		ditto 31 3	14	-
ditto	37		2	16	6		West Wh. Jewel 55 2	19	4
Par Consols	80		4	11	0		South Wh. Fortune 28 6	13	-
ditto	79		8	5	6		ditto 16 4	7	-
ditto	73		5	11	0		West Trethellan 31 2	8	-
ditto	72		4	2	6		Wh. Brewer 22 1	17	1
ditto	71		4	14	0		North Downs 10 3	13	1
Wh. Comfort	82		1	13	6		East Downs 9 4		-
ditto	65		1	14	0			3	-
20114 (5	190			TO	TA	L P	RODUCE.		
United Mines	140		£ 3	895	10	6	South Wh. Fortune 44 £ 256	A	4
Par Consols				018			West Trethellan 31 74	8	ú
Wh. Comfort						0			

		TO	TA	L P	RODUCE.					
United Mines1140	£	3895	10	6	South Wh. Fortune	44		£ 256	4	-
Par Consols 375	****	2018	1	6	West Trethellan	31		74	8	1
Wh. Comfort 237		479	18	0	Wh. Brewer	22	****	40	14	1
South Caradon 234		1372	8 6	6	North Downs	10		36	15	-
Tresavean 228		765	1	6	East Downs	9			14	-
Creeg Braws 136		392	19	6	Lanarth	5		15	15	-
West Wh. Jawel 55		162	5	0	0				-	
Average Standard Average					Average Produce				78	
Quantity of Ore					Quantity of Fine Con			ons 3 c	wts.	
LAST SALE.—Avera	ge Stan	dard.			81 12 0 Average	Pr	oduce.		10	

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Vivian and Sons		1	9
Freeman and Co	412 1886	17	0
P. Grenfell and Sons	391 1461	4	0
Sims, Willyams, and Co	4244 1456	7	3
Williams, Fester, and Co	6834 2393	.11	0
Schneider and Co	1184 425	12	0
Total tons	2526 € 9550	13	0

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Par els.—North Roskear 1000—Consolidated Mines 561—North Pool 511—Tincroft 357— South Roskear 235—Fowey Consols 233—Wheal Seton 234—South Wheal Basset 130— iouth Wheal Frances 113—East, Wheal Seton 16,—Total, 3392 tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea 676—Par Consols 355—West Wheal Treasury 235—Levant 171—Whea Tremayne 136—Wheal Agar 72—Alfred Cousols 71—Wheal Bucketts 27—Wheal Prosper 23—Gwinear Consols 12—Wheal Virgin 11—Godolphin 10—Trenoweth 7—Whea Jane 4—Craze's ore 3.—Total, 1813 tons.

COPPER ORES Sampled Dec. 6, and Sold at Swansea, Dec. 28, 1848.

Mines.		Tons	11	Prod.	1	rice	3.	Mines. Tons. Prod.	Pri	ce.
Cobre		110		15	£ 9	10	0	Burra Burra 58 314 £20	10	0
ditto		103		147	9	6	0	ditto 54 31420	6	0
ditto -		96		142	9	6	0	Berehaven 116 91 6	9	6
ditto .		91		144	9	4	0	ditto 101 6	5	0
ditto -		. 82		144	9	5	6	ditto 97 92 6	.3	6
ditto .		. 77		144	9	3	6	Cuba 110 114 8	11	6
ditto .		. 52		24	15	1		ditto 101 131 8		
								ditto 100 14 8		
								Copiano 76 271 17		
ditto .		. 78	****	221	14	2	0	ditto 74 27217	6	0
ditto .		. 48		212	14	0	0	ditto 71 27417	4	6
Burra Burr	a	. 72		274	18	15	0	ditto 58 271 17	4	6
								Knockmahon 68 95 6		
								ditto 54 12# 7		
								Ballymurtagh 31 61 3		
1427 1						all .		RODUCE.		
Cobre			835 -	· £9	148	4	61	Copiapo	0	6
Dannes Danne			Det 4		100	10	0	Verselemeken 100 000	20	2

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons		Am	our	t.	
English Copper Company	171	£	2166	18	6	
Grenfell and Sons	537		4027	2	0	1
Sims, Willyams, and Co	286		3408	16	-0	
Vivian and Sons	844		9789	18	.0	
Williams, Foster, and Co	279		4817	G	0.	
Mines Royal	- 55		1045	0	0	
Schneider and Co	103		1510	13	0.	100
	277				11.00	

Total tons 2275 £26,76 8 0

Copper ores for sale January 11.—Cobre 80, ditto 77, ditto 72, ditto 63, ditto 89, ditto 53, ditto 52, ditto 48, ditto 42, ditto 165, ditto 104, ditto 103, ditto 106, ditto 99, ditto 63, ditto 61, ditto 58.—Cuba 89, ditto 88.—Gioucester Slag 16, ditto 9.—Total 1881 tons.

Charlestown United Mines, St. Austell.—As J. Reservear was at work underground a hole exploded about him and killed him on the spot.

Merthyr.—W. Williams was killed by a fail of rubbish from the top of a level at Dowlais.

STEAM-ENGINE INDICATORS.—Mr. W. K. WHYTE-HEAD, C.E., begs to inform the Engineering Profession, that he has a STOCK of STEAM-ENGINE INDICATORS, of the best construction, ON SALE. Also, McNAUGHT'S IMPROVED APPARATUS for TESTING the LUBRICATING VALUES OF OILS.—London Office, 3, Sherborne-lane, City.

Agent for McNaught's Patent Double Cylinder Engine.

RIDER'S RAILWAY BRIDGE.—TO RAILWAY COM-PANIES.—This BRIDGE has now been for 18 months in DAILY USE (having adouble track) on the HARLEM RAILWAY, in the State of New York, United States. The Eric Railway and the Newhaven Railway Companies have likewise adopted it.

The Eric Railway and the Newhaven Railway Companies have likewise adopted it.

Several other bridges, for ordinary purposes, are also being constructed.

The advantages of this over all other iron bridges hitherto invented, consist in the small amount of iron required, compared with the strength obtained, in avoiding the use of any surplus weight of material, in the consequent economy of its constructions, and also from its lightness, easy mode of putting together, and facility of transport, in its peculiar adaptation for foreign use.

As regards economy, it can be crected at a cost not exceeding that of a WOODEN BRIDGE, of equal capability.

Applications to be made to Mr. Moulton, the patentee, Bradford, Wilts.

SOUTH AUSTRALIAN COMPANY.—At a Special General Meeting of the proprietors, held at their offices, No. 4, New Broad street, on Friday, 28th December, 1848. JAMES RUDDELL TODD, Esq., in the chair,

ing resolutions were unanimously adopted:—

Moved by the Chairman, seconded by Rev. Thomas Timpson. That the report of the company's operations, as now read, be adopted for the Islain eport of the South Australian Company, and printed and circulated under the direction.

Moved by Edward Divett, Esq., M.P., seconded by John Patch, Esq. 2. That Bertram Wodehouse Currie, Esq., be appointed a director in place of George Fife Angas, Esq., resigned.

Moved by the Rev. Thomas Timpson, seconded by the Rev. George Laurie.

That the most cordial thanks of the meeting be given to the chairman and different for their judgement and attention in conducting the affairs of the company. London, December 29, 9848. DAVID Mc.LARIN, Manager.

NOTICES TO CORRESPONDENTS.

We must impress upon our correspondents, the necessity of invariably furnishing us with their names and addresses; not that their communications should, consequently, he noticed, but as an earnest to us of their good faith.

W. H. S." (Leamington).—The letter was forwarded, as requested. The Compendium of British Mining will be resumed in our next; also the papers on the Bank Charter Act, and the Industrial Interests of the Country; the Metallurgical Treatment of Ores; the Winning and Working of Collieries, &c.

We have been compelled to postpone several reviews; a lengthy paper on the Californian Gold Region, and some letters from correspondents.

'A Patentee" should apply to Mr. Campin, Patent Office, 210, Strand. W. M." (Swansea).—The communication is declined; its publication would subject us to an action for libel.

A Shareholder " (Plymouth) will find the information he requires in our present No.

A Young Miner" (Devoran) can obtain the Glossary of Mining Terms through any bookseller—price 2s. Received.—E. K. (Llandilo)—Smelter and Refiner—J. J. M.—S. B. B. (Nantyglo)—J. P. (Rochdale).

The numerous disappointments in procuring back Numbers during the past yet induces us to suggest, that subscribers should be careful in filing, or otherwise p serving, their papers; and where extra copies are required, that they should be piled for as early as possible.

Ye should feel obliged to all pursers captains, or adventurers, to forward partieulars of meetings, &c., of the mines with which they may be connected, on the earliest opportunity, that they may be published in the Journal.

Now ready, price 2s., A Slossary of Mining and Smelting Cerms,

USED IN ENGLISH AND FOREIGN MINING DISTRICTS.

Cublished at the office of the Mining Journal, 26, Fleet-street, London; and may be had of John Weale, 89, High Holborn, and of all booksellers and newsmen.

THE MINING JOURNAL

Railway and Commercial Sagette.

LONDON, DECEMBER 30, 1848.

The MINING JOURNAL is published at about Eleven o'clock on Saturday morning, at the office, 26, Fleet-street, and can be obtained, before Twelve, of all news agents, at the Royal Exchange, and other parts of London.

The last sales of copper ores by ticketing, for the current quarter, having taken place, both at Swansea and in Cornwall, on Thursday last, we proceed, as usual, to a summary detail of the same. The quantity of ores sold in Cornwall during the quarter ending Dec. 31, 1848, has been 35,972 tons, realising 176,833l. Os. 6d., being a decrease from the previous quarter of 3234 tons, but an increase in money of 1223l. 4s .- the quantity sold in the quarter ended Sept. last being 39,026 tons, and realising 175,609l. 16s. 6d. These ores were purchased by the following companies, viz.:-

Mines Royal Tons 2,180				
Vivian and Sons 7,5564	38,838	11	H	9
Freeman and Co 4,795	. 21,992	13	4	
Grenfell and Sons 5,712	25,904	7	0	
Crown Copper Company 37				
Sims, Willyams, and Co 5,6454	. 26,471	. 4	1	
Williams, Foster, and Co 8,1894	. 52,143	17	10	l
Schneider and Co	. 7,908	4	11	
		-	-	
Total	£176,840	. 0	6	

The total sales at Swansea have amounted to 13,689 tons, realising 167,877l. 15s., being a decrease, as compared with the last quarter of 1724 tons, and an increase in money, 6293l. 19s. The ores were purchased as follows

200	n ere parentieta ao retre no .		
	English Copper Company Tons 504	£ 4,618 9 3	
	Freeman and Co 789	7.542 10 9	ij
	Grenfell and Sons	18,132 7 3	
	Crown Copper Company 27	939 12 0	-
	Sims, Willyams, and Co	22,660 4 6	121
	Vivian and Sons	47,803 9 6	
	Williams, Foster, and Co 2,966		
	Schneider and Co 1,178		
	Mines Royal 135		
	Benj. Smith 104	3,032 14 6	n
	Total	£168,376 18 3	

Of the above, the quantities of ore from the principal foreign

111	70,	SPTT	u.	ķi.	16	 ш	Ш	JA	44	ш	44	÷	a	ш	U	41	ŋ	,	- 48	18	0	484	POLI	P	411	ū	*	_	1-1-1	- 4	-
	A	astra	di	0.		 										• •	9		٠.	2	bu	18	1,461	J.S			10	44	£28,993	1	0
																													49,726		
																													16,054		
																							1,379						36,387	32	. 6
																							353						2,951		
	Co	pial	90			 													٠.				765	,					14,136	16	6
																						-			,				CT 407 1000	-	755

The quantity of copper ore, the produce of Irish mines, sold during the quarter ended 30th September, was 3409 tons, producing 16,016l. 10s. 6d., while, during the current period, it has been as follows :--

	Knockmahon								 	1.043	6,424 6	
											78901	
	Cronebane	**				61	 	. 4	4.4	2	Marie Co 187 700 84:00	10
	Tigrony							*		9	seese sangle Stype	
Ť	1 1 1 1 1 1 1			A.						-		-

We will not assume for a moment that the remarks made in our last week's Journal have, in the slightest degree, influenced the one or other party connected with Cambon's Stram Coal and Loughout Railwar Company. We then stated our opinion, that there was wrong on both sides, and we do think that it would have been wise on the part of both to have shaken hands, and said, as does the dra-

matist-" Brother, brother, we are both in the wrong." we, or to the effect, last week; now, then, let us take the present.
On reference to another column, it will be seen that Mr. W. B. On reference to another column, it will be seen that Mr. W. B. J. P. Cameron acts in accordance with the proposition advanced by us—wé will not say in pursuance of it; but glad are we to find that the views we entertained and expressed are thus met, or replied to, by the gentleman whose name we have quoted. It is not for us to enter into details on matters affecting any company, formed for working mines or collieries, although we are pretty ready to expose abases; yet the letter before us, with the report of the committee, induce us to go a step beyond that which we have ever considered the Rubicon. As we stated last week, on the authority of the committee, comething like 120,000l. has been subscribed by the shareholders, in carrying out the workings of the colliery; but, on inquiry (the information being rendered by Mr. Howden, the seinquiry (the information being rendered by Mr. Howden, the secretary), we learn that, out of the 20,000 shares, of which the company is constituted, 12,000, or three-fifths of the shares and capital, is held by that gentleman—thus the real capital advanced is only is held by that gentleman—thus the real capital advanced is only 40,000L, the residue being as part purchase-money. This does most certainly after things, at the same time that it bears us out in the remarks of last week—that it is for the interest of "one and all" to carry out the working of the colliery; by which, if effected regardless of private interests, but with a view to that of the shareholders generally, we feel well assured will be productive of advantage to the one and other, regardless of prejudice.

We narrated, last week, the proceedings and position of the com-We narrated, last week, the proceedings and position of the company. We endeavoured to steer between Scylla and Charybdis. We know neither one party nor the other. We believe there are grounds of complaint—there are reasons which may be advanced on the one side or other; yet we still advise both parties to avoid the lawyer's counsel and applications to the court of equity. We feel well assured that, in suggesting a conciliatory course, we do the shareholders much good. If the lessor be obstinate, he must take his chance; but, as appears from the letter before us, such does not appear to be the case—inasmuch that he, as the original lessor, and holding, as we have before observed, three-fifths of the number of shares, he comes forward with a proposition, which, if he can carry out, will, doubtless, be satisfactory, not only to the sharecarry out, will, doubtless, be satisfactory, not only to the sharesholders generally, but at once give a market value to the shares. The approach, on the part of the writer to something of a conciliatory nature, we hall with pleasure, and trust that the committee and shareholders generally, will, at the meeting to be held on the 10th January, 1849, meet the proposition put forward with kindly feelings. We must, however, for ourselves, say, that we do not fully concur with the writer; we could have wished his language couched in other terms. Assumptions are made, and conclusions arrived at, which have no ground; and, had the writer seen his letter in type, we feel assured he would, oft as required, "correct the press;"—however, the object we consider fair and honest; it is meeting difficulties and objections half way; and we think it behoves others to meet him in the same spirit. We will not attempt to analyse the letter under notice-it is for the shareholders to determine the course they will pursue; at the same time, we must repeat, we do not concur with Mr. Cameron as to the position he assumes; but which will, doubtless, be arranged, as we hope, amicably, at the

which will, doubtless, be arranged, as we hope, amicably, at the approaching meeting.

He may, and doubtless does, possess full confidence as regards the value of the property, as also equal confidence in being capable of carrying out the projected measures; but in times like these we require more than mere assertions, or opinions. Let the gentleman be prepared to give a guarantee, or security, for that which he holds forth, and we will listen to him. We do not mean for a moment to the way doubt but having hinted at the particular point, which throw any doubt, but having hinted at the particular point, which, were we shareholders, we should consider as somewhat of moment, we leave to others to act as they think fit; while, we doubt not, Mr. Cameron will be fully prepared to meet any question which may arise. In closing our observations, which are somewhat hastily thrown together, we have only to say, one thing is quite clear—the shareholders, as a body, without regard to interest, opposed or combined, must take the "bull by the horns," or, in other words, the thing is in their own hands. The board of directors must be demolished and reorganised—the committee must become defunct—the Ished and reorganised—the committee must become defunct—the one and other must merge as shareholders—then let them put their shoulders to the wheel, without regard to prejudice or interest. Let then a meeting of the shareholders be convened—throw overboard all "oppositionists"—appoint good-working men as directors—have meetings every three or six months—let the hive be protected, and the "drones" shelved, and no fear need exist but that the busy bees will produce some honey, and yield to those who support them a return which will we hesistet not in saying could support them a return which will, we hesitate not in saying, equal, if far not more so, the expectations ever entertained.

The adjourned meeting of the Aberdeen Railway Company took place at Aberdeen, on Wednesday, at which certain of the directors were thrown out of the direction—their conduct and misdirectors were thrown out of the direction—their conduct and mismanagement having created the indignation of nearly all the proprietors, and by which they had entirely forfeited their confidence. We understand that several of these gentlemen are directors of the North British Australasian Company, the yearly meeting of which was also to take place at Aberdeen on Thursday. What the result of the latter has been we had not learnt on going to press, but we apprehend that the marked expression of disapproval which occurred the previous day, could not fail to have its effect.

Indeed, the details we have recently given in these columns, with regard to the latter company, would of themselves have been sufficient to determine the course to be pursued by the partners in electing directors for the ensuing year; but we hardly believed that the same parties were involved in another case, in which they were nearly equally deserving of censure. We believe that circumstances

nearly equally deserving of censure. We believe that circumstances which have recently come to light, are "better imagined than expressed." Certainly, the shareholders of the North British Australasian have even greater cause to complain, and to desire a similar process to improve their position. We shall give a report of the meeting next, week, but whatever may be the result expectation. lar process to improve their position. We shall give a report of the meeting next week; but whatever may be the result, we shall not cease to keep the matter in view, and to give the shareholders our humble advice.

The electors of the highly respectable borough of Truro are in the el of Liskeard, in so far as both are seeking a new Member to serve them in the Commons House of Parliament, in place of the two distinguished representatives they have recently lost. Mr. E. Turner died, as our friends in the county of Cornwall are painfully aware, at the house of his son-in-law, at Pimlico, on the morning of the 8th inst. In him, we do not hesitate to say, the county has lost one of its most able and indefatigable representatives. A man of perfectly honorable and independent conduct in Parliament, and practically acquainted with the great and peculiar interests of the district he represented. To our minds, it is some compensation for the loss the mining community has assistinged by the respect of M. the loss the mining community has sustained by the removal of Mr. Turner, that the gentleman who will probably succeed him is as with the true interests of Cornwall, as a mining district, as his predecessor was, and that there is just reason to expect that his Parliamentary career will be as honorable, as independent, and satisfactory to the county, as that of the gentleman whose seat he aspires to occupy. Mr. HUMPHREY WILLYAMS is scarcely an untried man—his name has long been pre-eminent in the public busitried man—his name has long been pre-eminent in the public business of both Truro and the county, and we know he will bring with him into the larger sphere, the more illustrious orbit in which he seeks to move, those business qualities which will make his presence all the more welcome to the House and the more advantageous to his constituents. Neither is it to our minds the least of Mr. Willyams's recommendations, that he is hereditarily and by descent a Cornishman, and, as a matter of course, possessed of the habits and qualifications proper to a person bred up in the district he seeks to represent, and also more absolutely within the knowledge of the wooed constituency than could possibly be the case when a gentleman is specially imported for the occasion. If the county wants really useful and working members, there are a plenty of independent residents within its own bosom worthy of its choice, and competent to

transact its affairs with propriety in the Imperial Legislature. Truro has always been considered to be under the special patronage of Lord FALMOUTH; but we believe that nobleman uses his influence with great moderation, and with a considerate regard to the wishes of the electors. We can entertain no doubt whatever that, on this occasion, he will do nothing to thwart, to restrain, or to control, the unfettered use of the franchise by the electors of Truro, when they assemble under the statute to choose an individual, familiar with mining interests, to represent a great mining district. Considering Truro as being the nucleus of an extensive mining circle, an acquaintance with, and a determination by all possible means to promote that species of industry, are qualifications in their Member which, we may take leave to say, the electors should at this moment deem imperative and indispensable.

REVIEW OF MINING DURING THE PAST YEAR. BY J. Y. WATSON, ESQ., F.G.S.

The annual review I have been accustomed, for some years past, to write you, must necessarily be short this Christmas; the "Compendium" having trespassed too much upon my time to allow me to keep up my usual chronicle of events; and this article will, at least, have one good quality-that of brevity. In the review, in your paper of the 1st January, 1848, it was stated, that in no year had changes and fluctuations been so great as in 1847. In the early part of 1848, however, mining was even more depressed than ever, it became a serious consideration whether many of the largest mines in Cornwall could continue to weather the storm. The smelters, revelling in their monopoly, bought ore at ruinous prices to the miner, and, consequently, at more than ordinarily remunerating prices to themselves; but it must be said, in justice to them, that the continental markets for their metal being shut, and trade and credit almost annihilated at home, their stock of copper was increasing to a vast extent by their large weekly purchases, and which, at last, they would not make, except at a standard lower than had been known for years. On this account it was determined, in the early part of the year, by the managers of some of the principal mines, to reduce their returns of ore to a quantity just sufficient to leave a small profit-whilst, among others, some barely paid cost, and some divivided half their usual rate of profit: the consequence is, our dividend list shows a less amount of money paid this year, but it also enables us to say, the mines have improved in proportion—larger reserves of ore having accumulated in their different levels, and which will be brought to market when the price improves.

It may be added, that a few months since mining property was at its lowest ebb, and it has since rose rapidly in public estimation, and the difficulty is now, not in finding buyers for shares, but in finding shares at prices that numerous buyers are willing to give. We can only account for this from the publicity given to mining property by the daily press, the large interest paid by the best mines, and the knowledge of the fact, that in the well conducted, where the accounts are audited, and profits divided every two months, there is no fear of any liability, and the exact state of the company can be ascertained at any time by all.

In the wear 1847, the dividends noid by 30 mines amounted to

In the year 1847 the dividends paid by 30 mines amounted to 155,381L; this year only 22 mines have paid, and the amount is 129,024L; of these 22, Bedford United and South Basset did not pay in 1847—making, therefore, 10 mines in the list of 1847 not in that of the present received. that of the present year—viz., Tresavean, Great Consols, East Crofty, Levant, Callington, Wheal Sisters, Wheal Vyvyan, Wheal Franco, Wheal Bal, and Balleswidden.

With this short introduction, we give the list of dividends :-

DU	naenas Paia by Cornun an	a Devon.	mines in 1	2 7/60744/6	s, enum	Dec. 31, 10	940.
	3	otal div.	Amt.	of div. p	sh. Pa	id-up. M	arket pi
Devon G	reat Consols	£30,720					
East Wh	eal Rose	25,500		200		50	. 650
	Ba			14	*****	15	. 90
Par Con	sols	12,800		100	9	00	. 800
Wheal S	eton	8,415		85	1	50	. 750
North P	001	7,750		774		45	. 500
South Fr	rancis	5,046		46	1	60	. 240
Wheal M	fargaret	3,136		28		10	. 250
South C.	aradon	3,840		30 .		5	. 400
United M	fines	1000		10	0 0 0 00 0		. 400
Wheal I	Friendship	2240					
West Ca	radon	2,460	*******	10		0	. 130
Bedford	United	2,000		4		21	. 3
Treviske	y and Barrier	2,180		261	13	30	. 80
North Re	oskear	1,820	*******	13		10	. 200
Trehane		1,472		54	*****	2	. 30
Trethelli	m	1,200		10	5	20	. 15
South Ba	isset	1,280	*******	10			. 140
Treleigh	Consols	1,000		1		6}	. 2
	rk	500	*******	1		64	. 18
West Providence		409		14		1	. 11
Wheal S	pearly	256		2]	10	
7. 4.00	Total amo	unt of d	ividends,	£129,02	4.		
	Dividends	Daid in	Public We	Jeh Min	ne.		
						and the same	
	Lisburne						
	Goginan						
	Rhoswiddol					406	
	Total amou	nt of We	Ish divide	nds, £6	906.		
	Dividends Pe	nid on F	oreign Mir	nes in 18	348.		
			Dividend	la.	Per Si	1979	Price
St John	del Rey						
	lexican						
	pper						
0001000	Total amount o						10
	Total amount o	rioreign	di identi	of oroginal	10 1000	-	

Of mines likely to pay dividends in 1849—Trelawny, Condurrow, West Seton, South Tolgus, and Herodsfoot, are already leaving profits; on the latter a call of 4l. per share has just been made, to pay for new machinery. Twelve months since we urged this measure, and had it then been done, dividends would have been declared ere this. Trelawny will pay a dividend in the middle of January.

Among the new and promising mines put to work during the year, Wheal Tregordan, and the East and South Tamar are going on well — whilst it is pleasing to see the market has become weeded of many of the companies formed by needy adventurers,

and which only brought discredit on mining in general.

Other mines, such as West Buller, West Frances, and West Tolgus, in the western district, and Wheal Mary Ann, &c., in the

eastern, are showing great promise.

The statistical accounts and general particulars of the various mines. being now in course of weekly publication in the Journal, it is needless to refer to them more particularly here; we will, therefore, merely notice the principal transactions during the year. In Devon Great Consols several hundreds of shares have changed hands, at prices varying from 180l. to 220l. each, the latter being the present price—showing a rise of 20l. per share, or 20,000l. on this property, since this time last year. In East Rose, shares have fallen from 1300l. to 600l.—a fall for which no satisfactory reason can be shown. If statements are to be relied on, the mine can pay good dividends for years to come; but, being deep and expensive to work, the slightest falling off in its returns seems to cause a scramble to sell, and, in consequence, shares fall below their value. Wheal Seton,

last year 1200L, dropped this to 600L, but have since rallied to 700L, and are considered extremely cheap, although the dividends paid are not large. Callingtons have fallen from 33L to 15L, which is scarcely to be wondered at, considering the heavy working cost and expensive management. Among the mines where improvements have taken place in price are South Frances (200L to 230L), South Basset (80L to 150L), West Caradon, Condurrow, West Seton (150L to 230L), Trehane (20L to 30L), Wheal Henry (10L to 40L), and East Pool (20L to 40L); of these all are paying dividends, except West Seton, Wheal Henry, East Pool, and Condurrow, but which we hope to see in the dividend list of next year.

The United Hills Mine, abandoned by its old company, and which was announced in our last year's article as having been taken up by Prince Albert, has thus far disappointed expectation, although a large sum of money has been spent. last year 12001., dropped this to 6001., but have since rallied to 7001.

PRINCE ALBERT, has thus far disappointed expectation, although a large sum of money has been spent.

The rise in the price of tin is favourable for tin mines, and the old mines of Polberow and Polgooth have been put spiritedly to work. In Cardiganshire, several mines have been put to work of late, among the principal of which are Cwm Erfin, Bwlch, Nant-y-cri, and Bodcall. The operations, excepting at Bwlch, are not at present on an extensive scale, but show favourable indications of remunerating the shareholders for their outlay: indeed, it would seem that rating the shareholders for their outlay; indeed, it would seem that the attention of miners has not hitherto been sufficiently directed to the mineral wealth of this county.

The vast quantities of copper ore coming from Australia is rather

alarming to the Cornish miner, though counterbalanced, in some degree, by the falling off in the returns from the mines of Cuba, which a few years ago sent such amazing quantities into the market. Should smelting be established in the colony upon an extensive scale, large quantities of ore, which now will not pay the freight and charges to England, will be smelted on the spot, and sent to market as copper. Altogether, the mines of South Australia are becoming of such importance, that a slight notice of them here may

becoming of such importance, that a slight notice of them here may not be uninteresting.

The first discovered was the Kapunda Mine,* 45 miles from Adelaide. It was purchased, in 1842, for 80*l.*, or 1*l.* per acre, and has returned upwards of 3000*l.* tons of ore, yielding from 20 to 50 per cent. of copper, and realising about 19*l.* per ton at Swansea. A steam-engine is employed, and the returns were, in 1844, 252 tons; in 1846, 1386 tons; and in 1847, 1332 tons.

The Montacute Mine was discovered in 1844, and purchased for 1550*l.* In 1846, 503 tons were sent to England, and in 1847, 100 tons. The original company was in 50 shares, of 100*l.* each, but.

tons. The original company was in 50 shares, of 100% each, but, from the returns as shown above, the operations were not profitable, and this mine is now, I believe, leased to the Australian Mining Company (London). The ore found yields from 18 to 30 per cent., and has to be carried to Adelaide, over a ridge of hills, at an expense of 11. per ton.

In 1845 was discovered the extraordinary mine, Burra Burra. It is 86 miles from Adelaide, and was originally purchased, in September, 1845, by a few individuals, for 20,000L, being half a special survey. The company holding the northern half (Burra Burra), called the South Australian Mining Association, is in 2404 shares, of 5L each, and the profits made in nine months returned the provinctors (60) represent their capital. The convictor for property of their capital. prietors 600 per cent. on their capital. The ore yields 40 per cent., and in 1846, 4564 tons were shipped to England; in 1847, 6825 tons, whilst the quantity raised during the year ending March last, was 13,583 tons.

Among other mines returning ore, there are the Kanmantoo, in the Barker district, belonging to the South Australian Land Company (London), which is returning about 300 tons per annum. The Paringa has returned about 200 tons.

The Australian Mining Company of London, in 20,000 shares, of 3l. per share paid, are working the Montacute, before referred to, and also Tungkillo and others, at Reedy Creek, 35 miles from Adelaide, and have commenced raising ore in large quantities, and we believe the first cargo is now on its way to England. The manage-

ment is under Capt. Phillips, formerly of East Pool.

At Glen Osmond, lead ore yielding 75 per cent. of lead, and 18 ounces of silver to the ton is found. The Cornish miners, however, have not much to fear in regard to Australian lead mines, as it ap-

pears that in 1846 there were shipped 71 tons, and in 1847, 144 tons.

The Barossa Range Mining Company are working the Greenock Creek Mine, and another at Lynedock Valley, from both of which they are, according to last advises, raising good ore. This comthey are, according to last advises, raising good ore. This company have other sections in the Mount Barker district, but intend, at present, to confine their operations to the two above named. The shares, 6000 in number (11.8s. per share paid up), are held by parties of the highest respectability in London, and the management of the mines under Capt. Rodda, an old experienced Cornish miner, and who has discovered several large lodes; one in particular, at Lynedock Valley, of large size, and, according to his past official report, 2 feet nearly solid ores; another lode here contains grey and yellow sulphysets, yielding 25 per cent, and most of it also here and yellow sulphurets, yielding 25 per cent., and most of it also has 1 oz. 12 dwts. of gold to the ton.

Of the gold mines of California, so much talked of just now, and which are to create such a revolution in the value of metals, we shall be better able to speak next year (if we live so long); but, perhaps, it may be found, ere then, that yellow mica strangely resembles gold in the ore.

This article, meant to be brief, has run to greater length than was intended; and, in conclusion, may the mines, during the coming year, be prosperous to "One and All."

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GOLD MINES IN ENGLAND.—While we have American returns of gold mines in California, and mineral riches abroad, we are well pleased to find that at home parties do not lose sight of the precious metal. It is well known that our metalliferous rocks and lodes yield gold and silver, although, in most instances, too minute to render them of any commercial value, in most instances, too minute to render them of any commercial value, and, generally speaking, being found in the gossans. It is now some months since that attention was directed, through our columns, to the produce of gold in Merionethshire, and although the question may be open, as to whether the sovereign is obtained minus or plus the value, yet the fact has been elucidated, that the mineral lodes in North Wales yield gold a bar of which, weighing 3 lbs. 7 ozs., has been placed in our own hands, as the product of the East Cwm-hesian Mine, near Dolgelly. The mine is worked for lead, and the lode is represented to us as being "interlaced" is worked for lead, and the lode is represented to us as being "interlaced" with strings of gold. Some 6 lbs. or 7 lbs. of the precious metal have been obtained, and the ore at bank will, we are informed, yield at least 200 ozs. of gold. We merely mention the circumstance, with the view of directing the attention of our readers who may possess information on a subject so imrtant as that mooted the extraction of gold from our mineral veins We are well aware that the question is one of pounds, shillings, and pence, and having noticed it, we leave it to others to enter into further detail.

HUTCHISON'S INDURATED SANDSTONE.-It is with much satisfaction we find that the soft stone, and other materials, indurated by Mr. Hutchison's process, and to which we have, on several occasions, called the attention of our readers, is rapidly advancing in public estimation, from its peculiar or our readers, is raphuly attvaining in public estimation, from its peculiar and advantageous properties. Several troughs, mangers, sinks, &c., which were exposed to the weather, at the works near Tonbridge Wells, were full of water; and, on the approach of the late short though severe frost, this water became converted into solid ice. During the expansion which necessarily took place, the indurated stone remained entirely unaffected, while the ice itself burst and bulged in all directions. The specimens of parameters also in the town, remained parfectly day, and free from ice. parement, also, in the town remained perfectly dry, and free from ice, while every other footpath was dangerously slippery. This latter property is, of course, owing to the bituminous matter introduced, and which renders it so desirable for paving the basement stories of houses, keeping the foundations dry, and the lower apartments warm. There are properties in this material which cannot be too highly appreciated for building and paving purposes. paving purposes.

* I am indebted for the principal statistics to a pamphlet on South Australia, by the

OFFICIAL REPORT FROM THE GOLD REGION OF CALIFORNIA,

OFFICIAL REPORT FROM THE GOLD REGION OF CALIFORNIA,

By the Royal Mail steamer, Britansia, which arrived at Liverpool, on Taursday, we received letters and papers from America. There is no end to the published accounts of the California gold mines, and the papers devote columns of every publication to glory on the accounts continually received. The reports have naturally produced a strong desire amongst many persons from all the States to proceed to that newly-acquired country. At New Orleans a "California Emigration Company" had been formed, for the purpose of aiding the enterprising spirit of the residents. A vessel was to be purchased at a cost of \$5000, in shares of \$100 cach. The eagerness of the people to join the undertaking may be gathered from the circumstance, that the applications for shares amounted to \$22,000. The most interesting and authentic description of these mines, however, is detailed in a dispatch from Col. Mason, the officer in command at Monterey. Col. Mason's letter is embodied in the report of the Secretary of War; and, however seeptical people might have been in relation to the mineral wealth of California a week ago, this authentic and official promulgation of the condition of affairs in the land of golden promise, appears to have removed every doubt, and the "gold fever" mow rages more furiously than ever. The letter of Col. Mason is too long, perhaps, for immediate publication, we, therefore, extract or condense, all the chief points. The region is called the "newly-discovered gold placer in the valley of the Sacramento. Along the whole rouce, as the writer travelled, nills were lying tills, fields of wheat were open to cattle and horses, houses were vacant, and farms going to waste. On reaching the Lower Mines, or Mormon Diggings, Col. Mason says:—"The hill sides were thickly strewn with canvas tents and bush arbours; a store was erected, and several boarding shanties in operation. The day was intensely hot, yet about 200 men were at work in the full glare of the sunwability for t

in fine bright scales."

Colonel Mason then visited the Lower Washings, 50 miles from Colonel Sutters (a very extensive proprietor), and farnishes this account:—"Remarkable success attended the labours of the first explorers, and in a few weeks hundreds of men were drawn thitter. At the time of my visit, but little more than three months after its discovery, is was estimated that unwards of 4000 people were employed. At the mill there is a fine deposit or bank or gravel, which the people respect as the property of Capt. Sutter, although he pretends to no right to it, and would be satisfied with the pronise of a pre-emption, on account of the mill, which he has built there at considerable cost. Mr. Marshall was living near the mill, and informed me that many persons were employed above and below him; that they used the same machiness as at the lower washings, and that their success was about the same—ranging from 1 to 3 cos. of gold per man daily. This gold, too, is in scales a little coarser than those of the lower mines. From the mill, Mr. Marshall guided me up the mountain on the opposite or north bank of the south fork, where, in the bed of small streams or ravines, now dry, a great deal of coarse gold has been found. I there saw several parties at work, all of whom were doing very well; a great many specimens were shown me, some as heavy as 4 or 5 cos. in weight, and I send three pieces labelled No. 5, presented by a Mr. Spence. You will perceive that some of the specimens accompanying this hold mechanically pieces of quartz; that the surface is rough, and evidently moulded in the crevices of a rock. This gold cannot have been carried far by water, but must have remained near where it was first deposited from the rock that once bound it. I inquired of many people if they had encountered the metal in its matrix, but in every instance they said they had not; but that the gold was invariably mixed with washed gravel, or lodged in the crevices of other rocks. All bore testimony that they had found gold in great

incommental in the crevices of a rock. I mis gold examon inset deen carries at all y water, our instance they said they had not; but that the gold was invariably mixed with washed gravel, or logged in the crevices of other rocks. All bore tearinoup that they had found gold in greater or less quantities in the numerous small guilles or ravines that occur in "On the 7th of July. I left the mill, and crossed to a small stream emplying into the American fork, three or four miles below the saw mill. I struck the atteam, now known as Weber's creak, at the washings of Sunol and Co. They had about 30 Indians cuployed, whom they pay in marchandise. They were getting gold of a character similar to that found in the main forth, and, doubties, on pay, or the large of the character similar to that found in the main forth, and, doubties, ompany, or their gold. For a stream about eight mile, where we found a great many people and Indians—some engaged in the bed of the stream, and others in the small side valleys that put into it. These latter are exceedingly rich, and two ounces were considered an ordinary yield for a day's work. A small guilter, not more than 10 In with gold. Capitain and the stream about eight mile, where we found a great many people and weber in the small side valleys and Perry MCoon—lad, a short time before, obtained \$17,000 worth of gold. Capitain and that, at the end of one week's work, they paid off their party, and had left \$1,000 worth of gold. Another small ravine was shown me, from which appearances, are as yet untouched. I could not have credited these reports, had I not appearances, are as yet untouched. I could not have credited these reports, had I not other, with a machine, on the American fork, just below Satton's mill—that they had worked eight days—and that his share was at the rate of \$50 a day; but, theraing that others were doing better at Weber's place, they removed there, and were then on the logid of the many and the series of the substance of the substance of the substance of the sub

working, during that time, \$1500. During these 20 days, he was travelling 10 or 11 days, leaving but a week, in which he made a sum of money greater than he receives in pay, clothes, and rations, during a whole enlistment of five years. These statements appear incredible, but they are true. Gold at also believed to exist on the eastern slope of the Sierra Nevada; and when at the mines, I was informed by an intelligent Mormon that it had been found near the Great Sail Lake by some of his fraternity. Nearly all the Mormons are leaving California to go to the Sait Lake, and this they strely would not do unless they were sure of finding gold there in the same abundance as they now do on the Sacramento. The gold 'placer,' near the mission of San Fernando, has long been known, but has been little wrought for want of water. This is in a spur that puts off from the Sarra Nevada, the same in which the present mines occur. There is, therefore, every reason to believe that, in the intervening spaces of 500 miles (entirely unexplored), there must be many hidden and rich deposits. The 'placer' gold is now substituted as the ourrency of the country; in trade it passes freely at \$16 per ox.; as an article of commerce, its value is not yet fixed. The only purchase I made was at \$12 per ox.; that is about the present cash value of the country, although it has been sold for less.

Now, in addition to Colonel Mason'y letter, the Washinglon Union (official), states that Lieutemant Loeser has deposited spectraens of the gold of California in the War-office, and the Editor remarks:—"The specimens flave all the appearance of the native gold we have seen from the mines of North Carolina and Virginia, and we were informed that the secretary would send the small chest, called a caddy, containing about \$3000 worth of gold in lumps and scales, to the mint, to be melted into coins and bars, and most of it to be subsequently fashioned into medals, commemorative of the heroism and valour of our officers. Several of the other specimens be wil

16. ce.

CUNNINGHAM AND CARTER'S PNEUMATIC RAILWAY.

In the Mining Journal of September 18, 1847, we gave a description of this plan of railway propulsion, then illustrated by a circular model, 15 ft. in diameter, exhibited on Mr. Carter's premises, at Sydenham; since that period, the patentees have constructed a model, in which has been intro-duced many important improvements in the working details, which, al-though secured in their specification, were not introduced in the first duced many important improvements in the working details, which, although secured in their specification, were not introduced in the first model. Confident, however, of the peculiar merits of the system, in which they are borne out by the favourable opinions of some of the first mechanicians of the day, by the inductive laws of science, as well as by the most complete success in the working of a model of sufficient size for every instructive purpose, they determined, regardless of expense, to lay before the public this model complete in all its details—that, in whatever bad odour the atmospheric system, as hitherto developed, may be with the public, they shall have the full opportunity of being convinced that none of its evils, as connected with other systems, appertain to theirs; but that without the leakage of a cubic inch of vacuum, more than what they obtain corresponding power from, with the very minimum of friction, that without the leakage of a cubic inch of vacuum, more than what they obtain corresponding power from, with the very minimum of friction, with vast economy in construction, from lighter rails and carriages, and not one-sixth the cost in working, the impossibility of collisions, and the almost perfect safety from a train getting off the line, more can be effected by this system than by the locomotive engine; and far greater control over the machinery is secured in the former than in the latter system. The model in question, as also the circular one removed from Sydenham, may now be viewed on the extensive premises of Mr. Ingram, in the City-road, nearly opposite Bunhill-fields Burial-ground. It is constructed to scale with points and crossings, corresponding in every respect with a City-road, nearly opposite Bunnil-fields Burist-ground. It is constructed to scale with points and crossings, corresponding in every respect with a railway for public practical purposes; it is 150 feet in length, with two lines of rails, on which a train of six carriages run; but, for the information of those of our readers who may not be acquainted with the system previously described, we will just show the principle of action, before entering into the working detail of the model. A perfectly close tube, similar to a gas pipe, is laid underground by the side of the railway, and is continually undergoing exhaustion by a programme, worked by steement. is continually undergoing exhaustion by air-pumps, worked by steam-en-gines at, say, every 10 miles. At about every 300 feet distance, are placed a pair of what are termed vacuum engines; these are situated one on each side, and consist of a cylinder and piston, with double-action valves, siside, and consist of a cylinder and piston, with double-action valves, similar to a high-pressure steam-engine; they are connected with the continuous tube, and are worked by the pressure of the atmosphere when the connection with the vacuum is opened. These engines set in motion two horizontal wheels outside the line, and one between the two lines of rails, which three wheels in action constitute the propelling power. Along the outside, and under the axles of the carriage wheels, are placed traction rails, on a level with the horizontal wheels, and these, in connection with the continuous rarefied medium within the tube, constitute the whole principle of the invention. Supposing the first carriage of a train to be placed with its traction rails just within the grip of the propelling wheels, and the valve connecting the air tube with the vacuum engines opened; the latter are immediately set in motion, and propel the train with great force, and sufficient momentum to carry them to the next pair, when an inand sufficient momentum to carry them to the next pair, when an in-clined slide, on the fore part of the train, presses a tappit, which opens the valve, and sets each pair of wheels in motion in rapid succession; a similar slide, on the last carriage, presses another tappit, which closes the valve, and stops that set of propellers—each set being only in motion during the passage of a train. In descending inclines, the guard can, by the motion of a lever, contract the distance of the traction rails from each other, and instantly place them out of the influence of the propelling wheels; he can also instanteously prevent the action of the slide on the valves, and convert the instanteously prevent the action of the state on the valves, and convert she propelling wheels into friction wheels, which, in addition to the usual breaks, brings up a train in an incredibly short distance; and, when necessary, at either stations, or on any part of the road, the motion of the valves can be instantly reversed, and the trains backed with as much facility as the locomotive engine can be—in fact, it is absolutely the action of that machine reversed, and its disadvantages of weight and cost avoided.

We have already stated the length of the model under description to

be 150 ft., which, as it is all on a scale of $1\frac{1}{2}$ in, to the foot, or one-eighth, represents rather more than one-fifth of a mile; there are three pairs of vacuum engines, having a distance between each of 37 ft., making 74 ft.; and the ends, beyond the engines, are 38 ft. each—being 150 ft. in the whole. The exhaust tube is three-quarters of an inch in diameter, worked by a double-action air-pump, set in motion by a small steam-engine; and the smoothness and regularity of working, the increase or decrease of speed at pleasure, and the perfect command under which the trains are placed, are exceedingly interesting, and must be seen to be duly appreciated. We think this exhibition will also carry conviction to the public mind, that

think this exhibition will also carry conviction to the public mind, that whatever facilities and advantages are apparent in the model, can be carried out with still greater certainty in a full-sized railway.

Before closing this notice, we will just recapitulate one or two of the peculiar gains in its mode of working. From the exhaust tube being close, no leakage can occur, and this is beautifully confirmed by the delicate action of the barometer, or air gauge, in connection with the tube—the number of strokes of the pistons of the vacuum engines being always in proportion to the power requisite to move the train, the power given out will always be in exact proportion to the length of a train, and the loss of vacuum can be calculated to a nicety; also, let the train be ever so long, or short, there will always be a proportion. let the train be ever so long, or short, there will always be a proportionate amount of power for its propulsion—very long trains, requiring more power, being never out of the action of the vacuum propellers, while short and light trains are carried from one set of wheels to the other by the momentum acquired. Should any part of a vacuum engine break, the horizontal wheels are kept in motion by the remaining sound one, until a duplicate is put in its place, and the balance of power restored. With respect to the economy of this system, the patentees are prepared to lay down a double line complete for 4000l. per mile, and to guarantee the working expenses at 3½d, per train per mile; while from the absence of those crushing weights necessare, but so would describe the locomytics system. ing weights necessary, but so wofully destructive, in the locomotive system, lighter carriages and lighter rails would be employed, and the wear and nginer carriages and nginer rains would be employed, and the wear and tear reduced to almost a merely nominal expense—at all events, bearing no proportion to the ruinous cost of continuous relayings and repairs on the locomotive lines. We sincrely recommend all persons connected with railways, and engineering works generally, to take an opportunity of inspecting this interesting model. specting this interesting model.

IMPROVEMENTS IN THE MANUFACTURE OF TUBING,

[Specification of patent granted to J, Roose, of Darlaston, Staffordshire, tube manufacurer, and W. Haden Richardson, jun., for improvements in the manufacture of tubing.

This invention has, for its object, the manufacture of tubing composed of copper, or brass, or alloys thereof, without joint or brazing, and the increase of its coherency and compactness rendering such tubing stronger and more durable, and much better adapted for flues for locomotive boilers than as hitherto used. By this process, the tubes are cast in short than as interror used. By this process, the tubes are east in short thick lengths, containing sufficient quantity of metal to produce ultimately a tube of the required length and thickness, as is commonly practised. These short tubes, however, are in bore of about the size required in the finished tube, the thickness of metal only being augmented. Both the internal and external surfaces of these tubes, when cast, must be well cleansed, and a little grease, or fatty matter, applied internally. The tube is then placed on a steel mandril, and applied between growed rollers of similar on a character to those adopted for rolling bar-iron, except that there is a pair of rolls placed just in front of the reducing rollers, and another pair of rolls immediately behind the same, in order that the tube may be properly rolls immediately benind the same, in order that the tube may be properly guided to and from them whilst passing between them. The tube having passed through one set of rollers, is carried on through several other successive holes between the rollers, each diminishing in size; and will, if the operation be sufficiently repeated, become of the diameter and length re-

operation be sufficiently repeated, become of the diameter and length required for the practical purpose to which it is to be applied.

In order to prevent the tube whilst undergoing this process from becoming so hard as to crack or fracture, it is considered necessary that it should be annealed, which it is proposed to effect by the use of the common oven, or muffle, care being taken that the mandril is withdrawn, this being done by securing it to the chain of a draw bench, and drawing the extremity of the tube against a collar. The holding instrument on the chain is to be secured to the mandril by passing a cotter, or key, through the mandril, and the instrument so placed, as to secure the extremity of it, securely holding it, and affording great facility in removing the manthe maturi, and the instrument so placed, as to secure the extremity of it, securely holding it, and affording great facility in removing the mandril, which is replaced after the annealing process. The patentees remark, in conclusion, that their attention has been principally directed to tubes adapted for the boilers of locomotive engines, to which this process is specially adapted. There is no specific claim set forth in this document, therefore the extent of the patent right must be taken to be the whole of the matters and things set forth therein.

Patent-office and Designs Registry, 210, Strand, Dec. 27.

Original Correspondence.

THE COPPER TRADE.

SIR,- The silent yet rapid change which is taking place in this trade, will, I trust, be deemed a sufficient excuse for my making a few remarks thereon, for, without doubt, the change is fraught with matter of the greatest importance to the copper miners of this country. A slight idea is obtained, when the fact is stated here, that the last sale of Cornish ores of 55 tons Burra Burra brought 704. 3s. 6d. If we allow upon the Cornish ores see so. 6f tons Burra Burra brought 704. 3s. 6d. If we allow upon the Cornish ores 6s. for freight per ton to Swansea, where the South Australian ores were sold, still the difference against the former is no less than 154.5s. 3d.

It is about two years since I ventured to predict in a communication, that the value of the exports of copper ore from South Australia, in 1846, would probably amount to 100,000l. These exports exceeded the value of 120,000l.; while those of last year amounted to about 170,000l.; but of 120,000l.; while those of last year amounted to about 170,000l.; but great as these importations are, they are insignificant in their effects, compared with the prospects now in view. In the first place, it is pretty well known that, during the famine in Europe, freights were very high; this operated to a considerable extent to prevent the exportation of ores from South Australia and elsewhere. The freights in South Australia, for some time, were 4l. per ton, which, on 25 per cent. ores, amounted to 16l. per ton of metal; this, added to the duty of 1l. 1s., made the cost equal to 17l. 1s. If the colonist, in 1847, had smelted copper, and shipped it to this country, the cost would have been—freight, 4l.; duty, 4l. 4s.: equal to 8l. 4s. per ton. The disadvantage to the foreigner, about the same time, on the same per cent. ores, would be—freight, 5l. 2s. per ton (aay from Chili), amounting to 20l. 10s. per ton of metal, duty, 6l. 6s.—total cost, 26l. 16s. The recent reduction of the duty on ore, and upon copper, makes a difference in favour of the colonist of only 17s. per ton of metal in the ore a difference in favour of the colonist of only 17s. per ton of metal in the ore—while it is 4l. 1s. 6d, per ton of metal. The foreigner is benefitted to the extent of 6l. 2s. per ton of metal in the ore, and 9l. 1s. 3d. per ton of metal.

Notwithstanding, the foreigner received most benefit by the recent re-duction of the copper duties, I should apprehend there will be much more competition from the colonists of South Australia, for there they are beduction of the copper duties, I should apprehend there will be much more competition from the colonists of South Australia, for there they are beginning to smelt their rich ores on a large scale, in which I can safely say they will find no difficulty which cannot be easily overcome. Their proximity to India, one of the best markets we have, will enable their manufactured copper to compete successfully with English copper. Although I do not imagine the native of Chili will be so formidable a competitor, yet the fact must not be overlooked that he has, in the first 10 months of this year, sent to France more copper than England; while, in the corresponding periods of 1846 and 1847, his exports were only about 4th that of England.

Without noticing the dozen and more of patented inventions for proving the art of smelting, there does appear good reason for believing that, were the copper miner to do what is done by those who, at the same time, carry on the mining and smelting the ores of iron, tin, lead, and silver, he would be deriving a double profit; at all events, it would be acting up to what the late Baron Rothschild found to be so very profitable.

Dec. 29.

WILLIAM BIRKMYRE.

CORNWALL RAILWAY-No. II.

The non-existence of a railway through Cornwall must be as-SIR,—The non-existence of a railway through Cornwall must be ascribed to the fact that, while intending to promote it, the county became divided into two sections. One section promoted the Cornwall Railway, and the other the Cornwall and Devon Central Railway. How it became so divided I stated in my first letter: it was owing to the injudicious engagement, on the part of the committee appointed to adopt measures for obtaining a railway, to join the South Devon line. This committee, although named at a public meeting, was constituted of some of the proprietors of a bank in Truro, and a few of their personal friends, all of them ready to concur in any measure proposed by the bankers. Accordingly, the bankers' solicitors were appointed solicitors of the company, and all other subsequent appointments, estensibly by the committee, were really ingly, the bankers' solicitors were appointed solicitors of the company, and all other subsequent appointments, ostensibly by the committee, were really made by the bankers. They took the lead in every measure, and operated on the committee just as a helm does on a ship. It might be called a tory committee, for no one was appointed, I believe, to any office except he was known to hold tory principles, or at least voted that way. In no town in Cornwall is the spirit of toryism so tyrannical as it is in Truro. They have their tory newspaper, shoemakers, grocers, drapers, masons, &c. But enough of that. The engineer who took the levels, and prepared the plans, &c., in 1840, was directed, in 1844, to prepare the plans and sections again; and he accomplished his work so well, that no error was noticed, except the trifling one of 100 feet in the section.

and sections again; and he accomplished his work so well, that no error was noticed, except the trifling one of 100 feet in the section.

This was not discovered by the central party when before the Standing Orders Committee, who rested their opposition more on the merits of the bill, when it came before Parliament, than upon the Standing Orders. They presumed, and rightly so, that there were quite sufficient reasons to oppose it on the ground of merit. In the first place, the curves were awfully sharp, which, with the steep gradients, rendered it either impossible, or unsafe, to adopt a greater speed than 15 or 20 miles per hour. The engineer admitted, that 15 miles per hour was the maximum speed to be obtained on the line. The line was of the circuitous kind. However, it held the termini: it commenced at Plymouth, and ended at Falmouth: it held the termini: it commenced at Plymouth, and ended at Falmouth; but between those points it took a course, in some places, which, I should think, none but madmen would have taken. On the trains arriving at the Hamoaze, Plymouth, they were to be put on a boat (a steam ferry-boat), and carried across to Torpoint, then unshipped, drawn up to the railway level by a steam-engine (as let down on the other side), and then sent on level by a steam-engine (as let down on the other side), and then sent on to Falmouth. On its arrival at Truro, it would cross the Truro River by a viaduct 80 ft. high, and, on its arrival at Penryn, taking the northern side of the Penryn Creek, it would cross over to near the Green Bank, Falmouth, where the tribulation of such a horrible journey would terminate. The monstrous absurdity of crossing the Hamoaze was advocated by Brunel, the present Cornwall engineer, whose aid Moorsom secured; but, notwithstanding all the force mustered by the company, the Committee of the House of Commons decided against the bill, and affirmed the necessity for a railway between Plymouth and Falmouth.

The Central Company had for their engineer Mr. R. Thomas, of Falmouth—a surveyor of long standing, but, as a railway engineer, ineffi-

mouth—a surveyor of long standing, but, as a railway engineer, inefficient. His abilities, as displayed in the construction of the Hayle Railway, give no occasion for a good opinion of his judgment in laying out a line. On this railway, of 12 miles in length, there are three inclined planes—at one of which a stationary engine is employed; there was no necessity for either of them. He prepared in great haste, and in due time, the plans and sections of the "Devon and Cornwall Central Railway," which were deposited as required by the Standing Orders. The company received and sections of the "Devon and Cornwall Central Railway, which were deposited as required by the Standing Orders. The company received great discouragement by a decision of the Board of Trade against their scheme, and in favour of the Cornwall Railway. They might, perhaps, have proceeded with the bill with little hope of success; but they thought it the wisest course to content themselves with a defeat of the Cornwall Railway Bill, of which they were confident, and which was accomplished, as aforesaid. At the end of the session of 1845, there was no bill for a railway through Cornwall before Parliament. railway through Cornwall before Parliament.

THE KOH-I-NOOR DIAMOND.

THE KOH-I-NOOR DIAMOND.

Sir,—In the extract taken from the Delhi Gazette, and forming a paragraph in your last Number, the Koh-i-noor diamond is described to be "the largest and most precious in the world." This is very far from being the ease. The Koh-i-noor, or "mountain of light," formed one of the eyes of the jewelled "peacock" of the famous "musnud," or throne of Aurungzebe, the "Tukht-i-taoos" (peacock throne). Its twin jewel, the "Koh-i-toor," is numbered among the Crown jewels of Russia. The latter weighs 139 carats, and is a face smile of the other, and of this I possess an accurate model. It is a rose cut, and, I presume, they originally constitued together a double rose-cut diamond, similar to that of the "Maximillian" diamond, which descends as an heirloom to the eldest son of the reigning Emperor of Austria. The "Deria-i-noor," or "sea of light," which studs one of the armlets of the Schah of Persia, is a table diamond, but of extreme purity, and weighs 186 carats The diamond of the Rajah of Matan, in of the armlets of the Schah of Persia, is a table diamond, but of extreme purity, and weighs 186 carats. The diamond of the Rajah of Matan, in the Island of Bornea, the "Pit," or regent diamond of France, and that which studs the imperial sceptre of Russia, infinitely surpass in value the Koh-i-noor. Runjeet Singh, Rajah of the Punjaub, plundered the "Koh-i-noor" from the ex-princes Schah Shujah-ool-Moolk and Schah Femaun. At the death of Runjeet Singh, this diamond fell, by "lot of inheritance," to Schah Soojah-nol-Moolk, and, at his death, was bequeathed to the hideous idol of Orissal. The recent war in Mooltan, and disturbances in the Punjaub, have induced the British resident at Tahore to secure, as a hostage, the person of the Maharajah (boy king), Dhuleep Singh, and it

the same time, to seize the Koh-i-woor. The "Nassuck" diamond, plun-dered during the Marhatta war from a Peshwah, or foundal chieftain, is a dered during the Marhatte war from a Peshwah, or feudal chieftain, is kindred exploit. Such is a faint lineament of the countless and curior adventures of this imperial and oriental gem—a real romance!

Perland-place, Hull, Dec. 26.

J. MURRAY.

Portand-place, Hull, Dec. 28.

P.S.—Should any of my friends, readers of the Mining Journal, be desirous to peruse the history and adventures of the diamond—my Memoir paths the Diamond, second edition, with places, printed on the first and only paper made from phormium tenas, or New Zealand flax (a curiosity of another kind)—the few copies I have left (20 in all) are at their service, at 4s. No future edition will ever be printed by me. These could be sent to the office of the Mining Journal.

THE CONVERSION OF THE DIAMOND INTO COKE.

THE CONVERSION OF THE DIAMOND INTO COKE.

Sin,—The remarkable discovery of the conversion of the diamond into coke has been recently assigned to Dr. Faraday; I must, in justice to my-self, however, claim the priority, and simply quote, in conclusive proof, an extract from my Memoir on the Diamond, second edition, 1839, p. 83.

"LITEMA SCRIPTAMANET.—I embedded a fragment of diamond in a nidus of hydrate of magnesia, and having submitted it to the intense flame of this powerful though dangerous instrument (the oxy-hydrogen blow-pipe), the diamond parted suddenly into minute fragments, displaying on their surfaces, as determined by the lens, the conchoidal fracture, and became as black as jet?—J. MURRAY: Portland-place, Hull, Dec. 25.

CHESNUT BREAD.

CHESNUT BREAD.

Bix,—M. Payen has recommended bread composed of chesnut meal, either alone, as a substitute for, or mixed with, wheaten flour. I have always considered the chesnut all but indigestible. True, I have seen it the exclusive food of families among the Appennines, on the principle, I suppose, on which donkeys eat thistles, when they can get nothing better. Dr. Johnson said, that oats were food for horses in England, and men in Scotland. In like manner chesnuts are the food of the wretched mountaineers in Central Italy, and form aristogratic diet in "Merrie Old England." That prince of fabulists, good old Æsop, has made the roasted chesnut a "cat's paw" affair. The "Carageen moss" is the food of poverty-stricken Ireland—the English epicure converts it into blanc mange, to take its place among the entremets. Poor Trotty Veck! and so with the laver of the English shore, and dulec of the Scottish coast. I have cultivated, with great success, the white sugar beet (Bettrâve blanche de Silisie), and some of the roots, this season, have exceeded 7 lbs. weight each. Last year I had the sugar beet and wheaten flour, in equal quantites, made into bread; also in proportions of one third of the former to two-thirds of the latter. also in proportions of one-third of the former to two-thirds of the latter.

Both made truly excellent bread, and I entirely preferred them to the best wheaten bread. I presented a quantity of biesuits, made in the latter proportions, to the council of the Royal Agricultural Society of England. These were every way equal to the very best biscuits, and might be preserved analtered for an indefinite period.

J. Murray.

Portland-place, Hull, Dec. 27.

BREAKING OF COAL-PIT CHAINS.

SIR.—I hasten to inform you of a melancholy accident which occurred this day in our neighbourhood: five usea and a boy of 14 years of age were precipitated down a coal-pit, 110 yards in depth, at the Bentilee Colliery, Longton Potteries, through the breaking of a link in the chain, although six other men had just previously descended in safety. From the frequency of these afflicting accidents, my attention was long since turned to the subject, and I have invented a plan by which I trust and believe they may be prevented. It is a plan which may be applied to any coal-pit at a trifling expense, without derangement of the machinery, or loss of time in the working. I have addressed the Secretary of State on the subject, and am quite prepared to superintend the construction of this improved machinery, wherever it may be required. I shall feel greatly obliged by your inserting this short notice in your valuable Journal.

Hasley, Staffordshire, Dec. 23 WILLIAM HEATH, C.E.
[We shall be happy to devote space for a description of the invention, or for

[We shall be happy to devote space for a description of the invention, or for the further particulars as our correspondent may wish to give publicity to.]

PRACTICAL MINING.

PRACTICAL MINING.

Sin,—The data furnished by "A Mountain Collier" being insufficient to enable a mechanic to suggest the best practical method of applying a stream of water for the purpose mentioned in your last Journal, he will, perhaps, in addition thereto, state the depth of the pit, or the height the water is to be raised, and also the velocity with which the water flows through, or along the trough he has described. It is also desirable to know if the shate be already sunk, and if so, its diameter or dimensions, and likewise what quantity of water is required, or expected, to be raised in a given time. Such data being provided, the most effectual method of applying the power at the least expenditure, may be devised. JOHN CURR.

WATER-WHEELS.

Sin.—Although very much the same question as I now intrude upon your columns was replied to in your impression of the 16th inst. I shall feel much obliged if you will permit the insertion of this, trusting that some of your readers, well conversant with water-wheel power, will be abled an according to the feet.

chliging enough to reply to it. Figs. 1, 2, and 3, are water-wheels, 20, 25 and 30 feet diameter; at fig. 1 the water is laid on at A, an overshot; fig. 2 at B; and fig. 3 at C. The greatest height the water can be brought and laid on is 20 feet above the bottom of wheel-

pit. Z. which cannot be sunk lowerpit. Z. which cannot be sunk lower.
Supposing each wheel to be 3 ft. wide,
and the ladles 15 in. deep, which of the three wheels would do the most
work, supposing each wheel to have the same quantity of water? and in
case of water becoming scarce, which wheel would be the most effective,
taking it for granted that each wheel had the same work to do? If any correspondents will be kind enough to reply to this, showing time proof of his reasoning, he will confer a favour upon your ader—WATER POWER: Abergavenny, Dec. 26.

LECTURES ON AGRICULTURAL CHEMISTRY.

RESPECTED FRIEND,—I presume that the objection brought by "A Mining Caprain," against Dr. Ryan's theory of agricultural chemistry, would have never seen the light had he examined the subject more in desail; he thinks that plants cannot live on carbon, because they cannot live is it; yet animal life cannot be sustained in fluids which it may be capable of digesting. But here there appears to me to be an error in companies. is it; yet minual life cannot be sustained in fluids which it may be capable of digesting. But here there appears to me to be an error in comparing the affinity of plants for carbon to breathing, as it seems to imply that the process of attracting and digesting guees is less the result of a chemical affinity than to a kind of instinct inherent to vegetable life. Yet that carbon enters the plant by the leaves has been proved by experiment. When finely powdered charcoal is strewed around the plants, on the hardened mould, they will grow with greater rapidity. Now, the carbon could not penetrate very soon through the ground, consequently it must have entered the plants by the leaves; but, possibly, an excess of carbon would be laturious to blants in some cases. I have seen samphire grow would be injurious to plants in some cases. It have seen samphire grow on hard rock—a substance from which it could hardly obtain a meal—so that it must have actually "lived on air;" yet, on removing one of these plants in rich mould, its pangent qualities were soon diminished, although its seemed to thrive in uriantly.

Our friend allindes also to the trees of the New World, which he sup-

Our friend alliedes also to the trees of the New World, which he supposes could obtain but a small supply of carbon from the atmosphere; but it is well known that the proportion of carbon in the atmosphere is nearly the same all over the globe, probably because each gas is as a vacuum to another gas—a fact long since proved by Dalton. If the plants are not anjured by the carbon, it is because they absorb it as fast as it is produced.

J. L. says, that "some plants will thrive in an avmosphere of hydrogen," which, I believe, is equivalent to placing them in a vacuum, but that "no plant will exist in carbonic acid gas." Nothing could be more to the point to prove that the plants are supplied with organic matter by the leaves, for if the leaves were of use simply to exhale the superfluous gases, the curbonic acid gas would sid, rather than retard, the process, by attracting the gases to combine with it. The fact that a plant will live after all the leaves are cut off, proves amply that it will not starve while it can help it, for, in obtaining cathon by the roots, it is simply what may be termed an affort of Nature to regain what had been lost. When the root of a tree is smoot of Nature to regain what had been lost. When the root of a tree is smoot of the plant will be destroyed, as they are to a tree what the stomach is to animals;

but another experiment which has been made must prove, beyond a doubt, that plants receive their nourishment from the atmosphere. A young tree was planted in mould which had been previously dried in an oven, and weighed, and during six years nothing was added but pure water; the tree grew to a considerable size, and on removing and drying the mould it was found that its weight was exactly the ame as at first! But it is probable that it would have grown more rapidly in a richer soil, although it is probable that the plants absorb a great deal of the manure through the leaves, in the shape of decomposed organic matter, which must exhale from the ground.—John De La Haye: Liverpool, 12 mo. 26.

WENTWORTH'S BORING APPARATUS.

Sir.—I have not seen in your valuable Journal any notice of a miner's boring apparatus for excavating holes for blasting rocks, &c., lately invented and patented, a description of which I cannot but think would interest many of your readers. The origin of the invention I understand to have been this:—Daniel Watney, Esq., of Wandsworth, being the proprietor of certain iron ore and other mines in South Wales, on a recent visit was much struck with the great length of time and wavenditure of visit was much struck with the great length of time and expenditure of labour required in boring holes for blasting the rock; and, on returning to fown, requested Mr. John Wentworth, of the firm of Wentworth and to town, requested Mr. John Wentworth, of the firm of Wentworth and Sons, engineers of Wandsworth, to direct his attention to the subject, with the object of devising some plan for the saving both of time and labour. The result was the invention of the apparatus above alluded to, which, it appears, is very compact, and occupies but very little space; it was taken down to Wales, and the most able hand at boring (as now practised) was selected from the miners, and who was desired to select his own spot, and work in what direction he pleased. He chose the horizontal direction, as most easily worked. The apparatus was now fixed, and the work commenced at the same time, but ere the miner had completed the proper length of his bore, the apparatus had drilled, I believe it was no less than six holes in the hard rock, and all of the proper length, and in different/directions horizontal, at an elevated angle above, and depressed one below, also both right and left, and directly overhead, and this without moving the apparatus. In fact, the apparatus when once fixed, I understand, will work in ratus. In fact, the apparatus when once fixed, I understand, will work in every possible direction, and is, therefore, exceedingly valuable to the mine-owner. I think your mining friends would be glad to see a description of the apparatus in your Journal.—John Mullins: Battersea, Dec. 22.

THE BANK CHARTER ACT.

Sin,—Without offering any opinion on the papers on this subject, in your late Numbers, I beg to correct an erroneous inference which the writer draws in favour of his views from the statistics of iron-making in the Forest of Dean. The figures are in themselves incorrect; but what vicissitude have occurred in iron-making in the Forest of Dean, have arisen from the nature of the materials, not of the banks. The remarkable deposit of calcareous ore in the Forest has been worked in times far beyond human tracareous ore in the Forest has been worked in times far beyond human tradition as deep as the natural drainage would permit. Caverns, hundreds of miles in extent, have been deprived of their contents, round the circumference of the basin, to as great a depth as they were found water free. This limit was of considerable extent, because the vein crops at elevations of several hundred feet above the sea, and more than 100 yards of the carboniferous limestone lying under it—the joints of which are very permitted to the carboniferous limestone lying under it—the joints of which are very permitted to the carboniferous limestone of the carboniferous limestone is a second of the carboniferous limestone lying under it—the joints of which are very permitted to the carboniferous limestone is a second of the carboniferous limestone is a second vious to water; the drainage of the vein was very nearly corresponden with the river drainage of the vicinity. The old miners, availing them selves of this facility, had ransacked the best ore for the ancient bloomeries and, when the first attempts in the Forest of Dean to smelt iron with pit-coal were made, there remained only an uncertain refuse of poor ore, mineralised with carbonate of lime, often to the extent of more than 80 per cent. The refractory nature of this compound, so different from the argillaceous ironstone, and the irregularity of its quality, defeated the first attempts to manufacture coke iron in the Forest. It was not until many years after 1835 when my father first, by expensive adits, and submany years after 1825, when my father first, by expensive adits, and sub-sequently Mr. Crawshay by a pumping-engine, had drained fresh tracts of the ore, so as to obtain an uninjured supply of the whole vein, that the manufacture of pit-coal iron was established in Dean Forest. The statistics, therefore, which your author advances, bear no reference to his argument. No coke furnaces had surmounted the difficulties previously to 1825; and the statement of seven furnaces being in blast, and five out in that year, is absurd. There were not half so many furnaces in the Forest including the ruins of those which had failed, and two or three small char-coal furnaces, one at Tintern Abbey, which smelted Lancashire ore with

coal furnaces, one at Tintern Abbey, which smelted Lancashire ore with the poor Forest ore as a flux.

To attribute the increased mining and ironmaking near Glasgow to the effects of banking is equally erroneous. The invention of the hot-blast, and its application to the smelting of Mushet's black-band, were the sources of that increase. The Scotch banking system had no more power to create this prosperity than it had to prevent the failure of the Scotch iron companies hast year. I do not know why Warwickshire (?) and Staffordshire are quoted as particular instances of suffering, because the table places Staffordshire and Wales in an equal position; but so far as they do suffer more in periods of depression, that is produced by greater subdivision of capital, and a smaller amount of profits arising from topical suffer more in periods of depression, that is produced by greater subdivision of capital, and a smaller amount of profits arising from topical eauses. The Forest of Dean is one of the most "favourably situated localities" in the kingdom for ironmaking. I perceive there are other errors in the table. If I understand your author's argument, he is one of those who think that those convulsions of over-trading and over-speculation, which are produced periodically by the accumulation of capital, would be prevented, or mitgated, by adding to them a facility for overtrading in bank notes also. Those who hold this opinion have a right to make the best of it, but they must be careful not to pervert into proofs of their theory natural events, with which it has no sort of connection.—D. MUSHET: Dec. 26. Errata.—In my letter on "Copper Smelting," last line but one, for "have its sue ead "have its rise;" also, near the end of the first paragraph, for "completion" reacompetition," two lines beneath dete semicolon after "consumption."

ON THE CONVERSION OF IRON INTO STEEL.

SIR,-Some time ago I was led by circumstances to adopt certain opi nions relating to the working and properties of malleable iron, since which I have read, with great attention, the numerous valuable papers on the subject appearing from time to time in the columns of the Mining Journal but none with more interest than a letter from Mr. David Mushet, which appears in the Journal of the 16th inst. Your valuable correspondent, Mr. Mitchell, being now engaged with assess and analysis of the correspondent. appears in the Journal of the 16th inst. Your valuable correspondent, Mr. Mitchell, being now engaged with assays and analyses connected with this most interesting and important subject, I am desirous of contributing my mite to the general fund for furnishing materials to work out a satisfactory investigation; a few crude ideas, and the statement of simple operative facts, may direct his attention to points previously unthought of. Having occasion to refer to my diary, I will extract the first record I made of my ideas, done at the time with a particular object in view, which I will showered state.

I will afterwards state:—
"1846, January 18th, Sunday, Dalton-in-Furness.—Malleable iron, in a
good working state, is not pure metallic iron, but a compound, or rather
a mixture of metallic iron and one of its compounds, commonly termed
cinder, but to which it is proposed for the present to give the term carbo
oxide, as a distinction—the term cinder being applied generally to all waste oxide, as a distinction—the term cinder being applied generally to all waste or refuse about iron-works, and regarded, in the elegant language of the art, as muck, trash, &c. The establishment of this fact will be of the highest importance, since it will not only clear up much which has hitherto appeared paradoxical, or mysterious, in the working of iron; but it may point out the mode of operating, so as to ensure good workable iron, and cause considerable saving in labour, fuel, and waste of metal. The presence of this ciuder, or carboxide, in iron is in fact the essential principle of welding, and without it iron will not work freely. As the new name is intended to signify, it is iron combined with oxygen and carbon, for which iron at a high heat has a powerful attraction, in a smith's fire absorbing the former from the blast, the latter from the fuel, and thus coming to the welding state; or in a reverberatory furnace, absorbing both from art, as muck, trash, &c. The establishment of this fact will be of the to the welding state; or in a reverberatory furnace, absorbing both from the atmosphere of the farnace. Heat alone is regarded as the sole agent in working iron, and when high heat is applied and fusible matter seen running from the iron, being considered as so much impurity, the heat is increased and continued, with the mistaken notion of purifying the metal, causing unnecessary waste of metal and fuel, and then pains being taken to free the iron from a combination necessary to its free working, more must be formed at each subsequent heat. On the contrary, if at the commancement of working, the iron is fully charged with carboxide, and, during all subsequent operations, care be taken to retain as much as possible, the iron will be found to work freely, no more heat need be applied than merely to molt cipder; when finished the iron will prove of good working quality, and a great saving of material, time, and fuel be effected. As an illustration of this doctrine, the working of scrap-iron may be taken to the welding state; or in a reverberatory furnace, absorbing both from

as an instance. A bundle, composed of a great number of sur presenting innumerable surfaces, which from its rosty state bel escriting innumerable surfaces, which from its rusty state being sed, absorbs rapidly the gaseous compound from the atmospherance, and the mass thus becomes fully charged with she ele

posed, absorbs rapidly the guscous computed trust to absorbe rapidly the guscous of cinder, which in the subsequent operations is not worked out, but the roughly worked in, producing iron of the best workable quality."

These, with many other remarks, were penned for the consideration of gentlemen engaged in iron-works, where I had been operating amon sinder, ted ore, &c. I found that the rich red iron one, the peroxide of iron, and any carbonaceous matter, as charcoal, coke, or coal, when heated suddenly and fused, ran into cinder; but the same materials, kept at a full red heat without fusion, formed granulated metallic iron, and if this was brought to a state of fusion, by the action of the heated atmosphere of a reverberatory furnace, if went to cinder also. I then tried the effect, of preparing granulated iron as above, covering it up with cinder previously reverberatory furnace, it went to cinder also. I then tried the effect of preparing granulated iron as above, covering it up wish cinder previously prepared, allowing it to fuse and run down into the granulated iron. In this way I got balls of iron out of a puddling furnace; but not having the opportunity of working iffem while hot, they were allowed to cool, and had to be re-heated before being worked. As is very generally the case, there was a strong hostile feeling on the part of the operatives against any innovation, and the balls were mostly broken under the hammer, not being sufficiently heated—in fact, the balls when broken were quite black in the middle; yet still, in spite of every pains to break the balls keeping the hammer for a length of time on the same part, some were so tough that they would not break, and were worked into bars. The iron was represented to the principals as much inferior to that made with pig-iron, and hammer for a length of time on the same part, some were so tough that they would not break, and were worked into bars. The iron was represented to the principals as much inferior to that made with pig-iron, and I could not induce them to carry out my plans. I brought away with me some pieces of the broken balls, and had them worked by an experienced blacksmith, who pronounced the iron excellent. I have not had an opportunity since of following up this inquiry; but from the discussions in your valuable Journal, and my own conclusions, I am inclined to entertain the opinion that there is no true carburet of iron. When carbon and iron are in actual chemical combination, as in the cinder, or compound I have termed carb-oxide, they are united through the medium of oxygen. Uncombined or free carbon, applied to such compounds at a high batt, without access of air, will reduce the iron to the metallic state. I feel disposed to suggest, that in white cast-iron the iron may be slightly oxidised, and the carbon chemically combined. The application of free carbon to this, with heat, may attract the oxygen; leaving the iron nearly in the pure metallic state, and the carbon dispersed through it, as a mere mechanical admixture, and in the state of graphite. The productions of graphite principle; and, indeed, so may the natural formation of graphite, through the agency of water. In the latter case, we may suppose iron slightly oxidised in combination with carbon, acted upon by water, under circumstances favourable to the formation of carbonic acid; the iron would pais off in solution, leaving the surplus carbon behind in the state of graphite. I have already trespassed more upon your space than I intended; but will heaven and a surplus of the pure will heaven and a surplus of the work of the pure iron. on in solution, leaving the surplus carbon behind in the state of graphite. I have already trespassed more upon your space than I intended; but will hazard one speculation more, which is, that the conversion of from into steel appears to me to depend rather upon the abstraction of oxygen from the iron than the absorption of earbon; the rising of blisters seems to indicate an escape of gas from within.—T. H. Leighton: Dec. 22.44

CARBON AND IRON. Sin,—Your correspondent, Dr. Murray, has been a little too hasty in classing the expression, "gaseous carbon" and "inaudible explosion," under the same head. At a certain temperature the carbon becomes gaseous, and penetrates, or enters, into the iron, constituting a mixture of iron and gaseous carbon, called steel. At a lower temperature, the carbon is not found to penetrate the iron, and is, therefore, I presume, not in the gaseous state; and when, under a sufficient temperature, the iron has become anturated with gaseous carbon, any reduction of the degree of heat will condense this gaseous carbon—so that steel, in its ordinary state, is, or ought to be, a mixture of iron and condensed gaseous carbon. All that I have wished to impress is, that steel is formed by a mixture of iron and gaseous carbon, though both of these ingredients may be liquified, or solidified, by various degrees of temperature, previously, or subsequently, to the formation of the steel. I quite agree with Dr. Murray in ascribing the varieties observed in the quality of steel to the incidental admixture of other matters besides carbon. These admixtures are unavoidable, when impure ores of iron, or ironstones, are reduced to the metallic state by the ordinary routine of smelting; and the steel obtained from iron thus prepared inherits delects proportioned to the amount of impure admixture imbilied Sin,-Your correspondent, Dr. Murray, has been a little too basty in class nary routine or smelling; and the seel obtained from from thus prepared inherits defects proportioned to the amount of impure admixture inhibled during the smelling of the ores—hence the insuperable difficulty of making a perfect quality of steel from coke-iron. In charcoal there are present only exceedingly small quantities of oxidised bases—viz.; alumina, silica, &c., &c., but a considerable amount of alkaline matter, as potasse far more than sufficient to determine the fusion and vitification of the in-jurious oxidised bases, at a temperature far below the melting point of cast-iron; therefore, in smelting iron ores with charcoal, the purity of the cast-iron; therefore, in smelting iron ores with charcoal, the purity, of she iron will depend solely upon the purity of the ores used. In coke, on the other hand, there is always a considerable admixture of oxidised bases—alumina, silica, &c., &c., with very little alkaline matter. Resides, the solidity and density of coke is far greater than that of charcoal, so that the pieces of the former, with the minute particles of alumina, silica, &c., &c., shut up within them, in solid carbon, are exposed for a considerable time to the intense heat of the melting region of the hlast-furnace, and the particles are thereby deoxidised, and probably at once alloyed with the ferraginous matter of the coke, revived and metallised at the same time. A highly talented friend of mine ascribes the various qualities of iron chiefly, to the degree of temperature employed in the smelting and the ferraginous matter of the coke, revived and metallised at the same time. A highly talented friend of mine ascribes the various qualities and iron chiefly to the degree of temperature employed in the smelting and subsequent treatment of the metal; and I think his views are exceedingly just. When no more heat is employed in the reduction of an ore of inon, whether pure or impure, than that which suffices to fuse the iron, the metallic result will be found to contain nothing but iron and carkon. Every oxidised base, whether alumina, silica, lime, barytes, &c., &c., equires a higher temperature for its deoxidation than thas required for the fusion of cast-iron; therefore, when the heat is only sufficient to fuse the iron, no admixture of any other revived base can take place. The Swedish forges, working upon charcoal and tolerably pure iron ore, employ smaller furnaces, and lower degrees of temperature, than is the case in England, France, and Belgiunt; the iron, therefore, of the Swedish forges contains little else but carbon and iron, usually alloyed with a small quantity of manganese—a metal which is revived from its ore at about the same temperature as iron. In general, iron prepared in small quantities from the ore, by the agency of charcoal, as in the old bloomeries, is peculiarly fitted for steel-making; and the temperature in these bloomeries being necessarily very low, iron only was revived from the ore. Thus a cake of ancient bloomery iron, made in Dean Forest, from the calcareous brash iron ore, produced steel of a quality fully equal to the best Swedish, and without a trace of red shortness; whilst the same kind of ore operated upon in a larger way, and with the modern improvements of increased temperature, yielded iron which was red-short from the first, and, when converted into steel, was entirely useless, from its cracking at the edges under the hammer. Again, when steel was prepared from Indian or Wootz ore by the ordinary routine of the blast-furnace, &c., it proved defective in some respects; blast-furnace, the steel was unquestionably superior to that manufactured from the best Swedish marks. I believe there is no ore of iron at present known so perfectly free from impurity as the granular Wootz ore and when converted into malleable iron, with contact of carbon only, it produces iron, and subsequently steel, of a quality which Swedish iron can never rival; and this pre-eminence of quality I attribute to the fact that the steel is the steel of when converted into malleable iron, with contact of carbon only, it produces iron, and subsequently steel, of a quality which Swedish iron can never rival; and this pre-eminence of quality I attribute to the fact, that all Swedish irons are, more or less, alloyed with manganess. Indian steel-iron being quite free from this injurious alloy, manganese, in alloy with steel, diminishes its magnetic power; and, if present to a large extent, steel retains no more magnetic power than soft iron. This observed effect of manganese affords a clue to the difference of quality observable in the various marks of Swedish iron. That Swedish iron, which, when converted into steel, can be the most strongly magnetised, and which extains its magnetic power the longest, is found to produce the best steel, this iron. I inter, contains the least alley of manganese, and produces the strongest bodied steel; whilst, on the other hand, those irons which contain the greatest proportion of manganese will be found the least magnetic, and will, therefore, be ranked by the steel-maker as inferior meria. The natural steels of Germany retain a very feeble degree of magnetism, and are found to be comparatively weak-bodied. Manganese always predominates in alloy with these steels. The manganesiferous iron ones of the Pyrenese, produce also a ductile, but weak-bodied, seel. Lave found that, when the best and most magnetic steel is fused with only stath part of its weight of copper, lead, tin, gine, cadmium, chromium; anti-

with 1,5 th part of its 1ght of manganese, the magnetic power is desiroyed; whilst, when the magnetic power is desiroyed, or rather alls annihilated. When 5 per cent of manto magnetic power in its readily to the magnet, but it is not of magnetic power in its readily to the magnetic power in its readily to the magnet. to of manganese, the magnetic power is annihilated. When 5 per cent. of man-readily to the magnet; but it retains not it possesses still all the characteristics atting instrument, it will bear no hard-diar penetrating edge of a good steel anose is added, one sever in its trace of magnetic power in its of seel; but, when formed into but the mir does it possess the pol-

Instrument.

Bome processes see at present, Inderstand, in embryo for desulphurising common from, and thus fittin, as is imagined, for steel-making; but however desirable it may be to I rid of the sulphur, still, unless the host of other, and even more injuns, alloys of alumina, lime, silica, baryta, magnesia, &c., can also be extended, no good steel can ever be produced. I have in my possession see of the so called plumbago from the gams of the Royal George, but exc. being soft and light, is seems to possess no other characteristic of plungo. It appears to me exactly like the spongy residium obtained from pure grey cast-iron, when the latter is immersed for some days in till bydrochlorie-acid. Reverting again to the gaseous carbon, I may rem that the gaseous carbonic acid in limestone exists in its condensed, or, if term be preferable, solid state; but a certain degree of temperature brings into the gaseous taste, and if fusion be now induced, either speedily or ter pressure, the limestone retains its gaseous carbonic acid, and forms able. Something analogous to this seems to me to take place with steel it gaseous carbon.

Coleford, Dec. 26. R. MUSHET.

IMPROVEMENTS IN THE ST M-ENGINE.

IN SUR- I observed for some weeks past that he of your correspondents were discussing the merits of Mr. Weston's "I rovements for Obtaining and Applying Motive-power." In such discum commendable reference was made to my engines by Mr. De la Ha, which Mr. Weston, in a subsequent letter has disposed of, by asserting the application of my improvements to locomotives would necessitate the being of as great weight as the present system. It is, he says, this great weight that forms the chief objection to the present locomotive, and that of the great recommendations of his improvements is, that they will re a considerably such weight. It is not my intention to criticise the origit by of Mr. Weston's improvements, nor yet to attempt to disparage any actical value they may possess, but simply to occupy a defensive position which, as regards Mr. Weston, who has made his observations in a fair anner, it is sufficient that I refer him to statements based upon exp ments long ago made, the account of which appeared in the Mining Jol., and may be seen in my Lectures on the Steamengine, in which I have yord the practicality of carrying the Cormish system to the locomo, and, at the same time, much reducing the weight of the angine, and consing with the tender. After having had nine years of practical exp nee, and the most ample opportunity of experimentally investigating lumerits and requirements of the high-pressure expansive and condensin system of using steam, I must be obtuse indeed if I have not, by this e, attained a pretty solid practical knowledge of the subject, as well as inner is and engineering the province of the subject, as well as inject and definite views of the abstract principles. It is the privilege of I Weston, and most other inventors, that they have the opportunity of me b the means best adapted to attain their end, exclaim with the all-convincing argument—"But who would think of using steam at 100 lbs. to the inch? Perhaps these very practical and very scientific men will explain to us what more mere pressure has to do in the bursting of a boiler than the mere surface upon which such pressure acts. Such explanation would bring out one of two things—viz.: that either they do not understand the matter, though they assume to be infallible guides, or else it must be apparent, that a too confiding public have in them guides so treacherous, that for belifsh and unworthy purposes they sacrifice the best interest so fhamalty in thus artfully retarding the fuller development of resources so pregent with good to the whole family of man, and, above all, so calculated to advance the wealth and greatness of England.

pregrant with good to the whole family of man, and, above all, so calculated to advance the wealth and greatness of England.

I know that to ascribe consequences so momentous to any improvement in the steam-engine will seem to some shadowy and unreal, and that the attaching such importance to one's own invention will lay one open to the accusation of egotism, if not of presumption. But, Sir, in the consciousness of as much modesty as my obstructors display, fortified, as I am, by the most certain of evidence that, by such improvements, our steam-vessels may be propelled to America and back with less fuel than they now require to go there—that the engines and boilers need not be half the weight as are those in present use, and not be perfectly safe from holler explosions: as are those in present use, and yet be perfectly safe from boiler explosions; and knowing, moreover, that to Great Britain alone the advantages of the invention would be equal to a saving of 20,000,000. annually, I say, with such advantages clearly proveable, and having, as I have before said, been now for nine years endeavouring, in a truthful and lionest manner, to introduce such improvements, surely it is somewhat excusable in me, if I feel that I have been treated in a most un-English manner by these hole-

A real that I have been treated in a most un-English manner by these hole-and-cover dogmatists.

Now, in the hopes of bringing my obstructors to the bar of public opinion, I ask them, will they, or will they not, grant me that the whole mechanical effect of steam is the result of its expansive principle? Will they, or will they not, grant me that such mechanical effect is in the exact ratio to the pressure under which the steam is generated, and the amount of vacuum obtained? Will they, or will they not, grant me that the practical mechanical combination I have introduced into boiler and engine are such as enables us to avail ourselves of the mechanical effect derivable from high-pressure steam, and that, too, in a safe and efficient manner, by which we obtain great power with a very small amount of fuel, and greatly from high-pressure steam, and that, too, in a safe and efficient manner, by which we obtain great power with a very small amount of fuel, and greatly diminished weight of machinery? Will they, or will they not, grant me that by diminishing the sectional area of the boiler in a greater ratio than we increase the pressure of the steam, the rending force is less with high-pressure than with low-pressure steam? Will they, or will they not, grant me that all explosive mixtures are dangerous, in proportion to their volumes at given pressures, and to the instantaneousness of their liberation, which in the steam-boiler is effected by the almost instantaneous rending of the shell of the boiler? Will they, or will they not, grant me that the most dangerous effects arising from common steam boiler explosions are due to the great amount of sensible heat contained in so large a quantity of water when under pressure, as that necessary with the common boiler? Will they, or will they not, grant me that it is this leat pervaiding the whole mass of water, which on the boiler rending asunder produces usstantaneously throughout the whole mass an immense volume of steam, and, consequently, is the cause of the most destructive effects.

I tell them that they must grant me these conclusions, because there is no wriggling out of them; for the physical laws are subborn opponents—destitute of that pliancy which suits the sophist, ill adapted to receive that colouring which is so precious to the interested partisan, the envious, or the bigot. The physical laws, like their author, are no respector of per-

colouring which is so precious to the interested partisan, the envious, or the bigot. The physical laws, like their author, are no respector of persons, but proclaim the truth with irresistible evidence, whether men will hear, or whether they will forbear. I appeal, then, to the physical laws; and, fortified as I am by abundance of practical demonstration of the safety, economy, and value of the invention, which is based upon such laws. I asser, that the above premises must be granted; and I dare challenge one and sat of my hole-and-corner obstructors to the disproval of any one of them in a sublic and becoming manner.

I asser that the above premises must be granted; and I dare enauonge one and at of my hole-and-corner obstructors to the disproval of any one of them in a public and becoming manner.

It is within the province of individuals to discern clearly the physical laws, to perceive then useful combinations, and to meet practical requirements by simple and emisent adaptations. It is within the province of individuals to explain, in a clear and trathful manner, the advantages which, in a variety of ways, such approved combinations are suited to confer upon the public. It is not unbecoming individuals to solicit encouragement from those whose interest such improvements are calculated more immediately to advance. But if these hole and corner monerare permitted to shut up every avenue that can lead to the practical adoption of such improvements, why then they amoul, as far as in them lies, those blessings which God has fitted the material elements to impurt, and do all they can to convert into a curse those powers and capacities He has bestowed upon some men, by which they discover and bring these elements into subjection, so that they become the most powerful instruments for the improvement of mankind, adding to their physical coinforts, expanding

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and invigorating their intellectual and moral powers, bringing mind in contact with mind, and nation with nation, making apparent to the whole family of mankind that the highest interest of each is the good of all, and thus striking at the very root of those national jealousies, the consequences of which are restrictive laws and national wars.

of which are respictive have and national wars.

But although it be permitted such men to defer the time when mankind shall enjoy such advantages, though immediate punishment is not the consequence of their thus injuring the individuals who are the means of bringing such advantages within the reach of their fellow beings, still these interested detractors may rest assured that, with whomsoever the truth is, it will ultimately come off triumphant. Thomas Craddock. Birmingham, Dec. 27.

WEARDALE.

WEARDALE.

Srn,—Without the slightest wish or desire to give offence to Mr. Cargill, I must flatly contradict his statement, to the effect that the Shotley Bridge clay ironstones are superior to the spathese eres of Weardale. The smelting of 7000 tons of Siegon "Stahl-stein," by a British ironmaster, would, I have no doubt, afford him nothing but bad iron, simply because he would not treat the ore differently from a common ironstone. This would only prove want of skill on the part of the smelter, not inferiority of quality in the one. The nurs Weardale gress are necessary similar to would only prove want of skill on the part of the smelter, not infeciority of quality in the ore. The pure Weardale ores are precisely similar to the Siegen and Corinthian ores, which, it is well known, produce a quality of iron which, for tenacity, ductility, and fitness for fine work, is not equalled by any British product. I, therefore, conclude that Mr. Cargill did not treat the Weardale ores, or the pig-iron produced from them, in a proper manner, otherwise he must have obtained from them the very finest qualities of bar-iron. Of the astonishing ductility of bar-iron, prepared (on a small scale) from Stanhope iron, I have had occular demonstration. It will even draw out at a faint red-heat without becoming hollow, as is the case with ordinary bar-iron.

Perhaps the most extraordinary part of Mr. Cargill's letter is that in which he states, that he had no motive for using the "ryder;" yet it appears he smelted 7000 tons—a respectable quantity, certainly, where no motive existed for the experiment. The fact of such an immense deposit of the finest iron ore in the world existing unknown, within a few miles of

motive existed for the experiment. The fact of such an immense deposit of the finest iron ore in the world existing unknown, within a few miles of the great mineral district of Newcastle, until within a few years, coupled with the fact that an eminent ironmaster only knows the mineral as "ryder"—a term applied to scores of various matrices, in various districts—indicates such an amount of ignorance and want of observation, that I, for one, feel not the slightest surprise that Mr. Cargill, having smelted, without any motive, 7000 tons of this ore, was still unable to manufacture from it any good bar-iron.

It is quite natural for Mr. Cargill to consider his own ironstones as the best, and no doubt he really considers them to be so, for he can have no motive in depreciating the character of the Weardale ores, except as a mere matter of opinion. Since Mr. Cargill's ironstones are illimitable, and superior to those of Weardale, there must be certainly more than four hundred million tons of them. Under what unknown coal-field is this stupendous collection of ball ironstone concealed? Probably, in the mare carboniferum of geologists we may find this Utopian sett. A MINER.

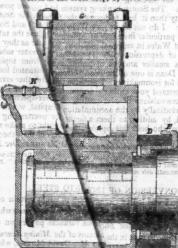
Dec. 23.

GROLOGY OF THE NEIGHBOURHOOD OF LIVERPOOL

SIR,—In acknowledging the compliment which you have been pleased to pay me, in last week's Mining Journal, I may observe that my acknowledgments are also due to Mr. Gladstone (to whom, as well as to yourself, I am an atter stranger), for he has, in the most candid manner, congratulated me upon the coincidence of our opinions. I find amongst my papers many notices regarding the connection of the red sandstone with the coalfields of Lancashire and Cheshire, which might lead to useful results, provided any accredited authority was organised to receive them; and your own observations do but show that if once the subject was adopted—so as to traise fands for a thorough investigation, with a comprehensive plan and own observations do but show that if once the subject was adopted—so as to raise fands for a thorough investigation, with a comprehensive plan and report—that many material facts would be elicited towards the discovery f both coal and water. Your fears of the coal being injured by excesperssure, are known in practice to be groundless, since we have inneces of excellent thick coal in course of working under 300 fathoms of the coal perfectly accord with your remark, that as the theory now under dission may possibly engage some controversy, it is very desirable that the ways abould affix their names.—M. Dunn: Newcastle-on-Tyne, Dec. 27.

WRIGHTON'S PATENT AXLE-BOX.

graving represents a longitudinal section of the axle-box, in the mos orm, through the centre of the journal. A is the journal of the axle, lves in the brass step, C, fitted into the axle-box, B, which is cas



in one piece, or other-wise so made, as only to leave an opening on its face, for the introduc-tion of the journal of the axle. D is a ring of vul-canised India - rabber, which is compressed beaxie. Disa rubber, which is compressed between the face of the axle-box and the ring, E, which works against a shoulder on the axle, and against which it is pressed by the elsaticity of the India-rubber ring, and in both of which the axle freely revolves; a, a, are appertures at the a, a, are apertures at the sides, through which the grease passes from the grease box to the joural and interior of the

grease box to the journal and interior of the axle-box. The object of making the grease pass down the sides is to save diminishing the bearing surface of the brass, by drilling large grease holes. The spring G. rests on the plate, B. which covers the grease-box, and carrries the grease covered to the axle-box by the bolts, b. b. In applying the axle-box, the m if ring, encircled by the India-rubber ring, should be first put on the axle-box, with the brass step in its place, being filled with grease, is then to applied to the journal, and pressed towards the nave of the wheel, compression to have been also bee

The extreme simplicity and economy of he invention, with its great advantages, must be obvious from the discription, the axle-box itself requires no fitting, polishing, or facing of any kind, no he application of a polished plate fixed by bolts or screws. It may be used at it comes from the foundry; the only thing necessary to look to it is eset the the plate and cover. close the grease-box sufficiently to exclude the dust and dirt; the metal ring need only to be turned where it is in contact with the axls. The shoulder for it to work against can be made either by turning the axls a little smaller, as shown in the engraving, or by driving or shrinking on a stal collar, faced and bored to fit it. The first method may be pursued when the axls-boxes are being fitted to new axles, or those not in use, and both can be placed under the carriages when required; but in applying them to axles and carriages in use, the latter method is preferable, as a number of colars may, broquied, but prepared and shrunk or driven on, and the boxes fitted in the cone of a few minutes. Common axls-boxes, of any description, may with hith trouble and expense be altered to the patent ones, simply by making the hual joint in the middle taght, stopping the holes at the bottom left for the cape of the grease, and applying the metal and ladia-rubber ring, as shown—this alone would save a great expense to railway companies wishing to use the atent axle-boxes, and having a large stock of common ones on hand.

As a practical proof of the efficiency and economy of as invention, it will

As a practical proof of the efficiency and economy of he invention, it will be sufficient to state, that after some experiments on the lastern Union Railway, a second-class carriage was fitted will the patent axt-boxes, which has now been running about four months, and has travelled me than 5000 miles without lifting, or requiring a renewal of grease, and at the resent time there is not the slightest appearance of their requiring any, as the rease boxes are as full now as when first put to work.

COMBINED VAPOUR ENGINE.

We had another opportu nity on Friday last of exam tion, at Messrs. Horne's, in Whitechapel. In our previous notice of this invention, on the 9th inst., we mentioned that we were promised further particulars. We have since been favoured with a copy of the report sent into the French Government, relative to the working and experiments made by the Commissioners appointed for the purpose upon an engine constructed on the same principle in the month of July last. The following account of the working of the engine is extracted from the official report of M. Lafont, the chief of the Commissioners :- "The ether-hydric apparatus was constructed, in consequence of the favourable opinion given by the Board of Works as to the possibility of making use opinion given by the Board of Works as to the possibility of making use of the caloric (lost in the ordinary mode of condensation), to vaporise ether. Two engines, of ten-horse power each, were coupled upon the same beam; the one supplied from a boiler (for ten-horse power) acts in the usual manner, by the introduction of steam and its discharge after expansion. The condensation of this steam takes place in a receiver containing a number of small tubes previously filled with ether. This liquid, owing to its avidity for caloric, robs the discharged steam of its heat, and is vaporised at a pressure depending upon the temperature and volume of the discharged steam. The other engine, identical with the former as the its diameter and the motion of its piston, works under the influence of ether vapour; it receives this vapour during a portion of its action, and discharges it after expansion into a receiver, similar to the former, kept constantly at a very low temperature by a continual injection of cold-water. discharges it after expansion into a receiver, similar to the former, kept constantly at a very low temperature by a continual injection of cold water. Taking care to adapt to each engine a proper expanding apparatus, we are enabled to regulate, at will, the introduction and the expansion of rapour in each cylinder, and thus combine these two elements of power: expansion and volume of steam for the former, and expansion and volume of steam for the former, and expansion and volume of steam to the same thing, with the smallest expenditure of steam, or, which is nearly the same thing, with the smallest expenditure of fuel. The working of the two engines was satisfactory, and the apparatus fit to be employed without any alteration whatever in its construction. Having once ascertained the certainty of its ability to work in perfect security, we have endeavoured to ascertain whatever in its construction. Having once ascertained the certainty of its ability to work in perfect security, we have endeavoured to ascertain the force developed under the three following cases:—First of a steam engine working alone; Second, engines coupled, the one put in motion by the expansion and condensation of steam, and the other likewise by the expansion and condensation of ether; Third, of an engine working alone by expansion and condensation of other.

"Force Produced.—The index was placed over the cylinders during the various experiments; a lever acted constantly on the main axis. The

"Force Produced.—The index was placed over the cylinders during the various experiments; a lever acted constantly on the main axte." The general conclusions we arrived at are as follow:—As regards the force measured upon the piston by means of the index. The diagrams drawn by the ether vapour exhibit always an excess of power over those alrawn by the steam. The final pressure of the ether is generally greater than that of the steam, rarely upon a level with it, but never less. The two cylinders being equal, it follows that, when a volume of steam is discharged at a given pressure into the ether-vaporiser, a volume of ether vapour is obtained, at the very least, equal, and of the same pressure. Several times are access of pressure was gained of 10, 20, and 30 per cent., with an equality of volume. If, then, we consider the combined effects of these engines proportionally to the mean pressure given by the diagrams, we must conclude that, by the employment of ether, a force measured by 100 becomes at least 200, at times 210, 220, 230, with the same expenditure of fuel. This have we verified and evidently exceeded the inferences drawn from the experiments made in 1846 at M. Phillippe's, and, consequently, confirmed the favoirable conclusions in consideration of which the Council proposed a mine decisive trial, to ascertain whether the use of ether doubles the power without adding to the consumption of fuel. Extract made from the diagrams of the index, taken from observation of the arm of the lever, placed so us to measure the power of the two engines coupled together, the lever gave 80, 90, 105, and even 120 kilogrammes, at 10 and 46 strokes, the weight attached to the lever, being from 38 to 42 kilogrammes.

The steam engine, by itself, was unable to lift the weight attached to the lever, being from 38 to 42 kilogrammes: it stopped immediately upon tightening. The ether engine, by itself, lifted it without difficulty, with a load of about 200 killogrammes and more; that is, to say, that a direct and continual inje that a direct and continual injection of steam into the ether-vaporiser, produced upon the ether engine alone the maximum of work given by the

The breaking out of the revolution in France immediately after the conclusion of the experiments, and the unsettled state of the country consequent thereon, put a stop for the time to any further proceedings for bringing the invention into operation; but upon the appointment of Mons. Arago, the celebrated philosopher, to the Presidency of the Board of Public Works the subject was again taken up, and some improvements were sug-gested by Mons. Arago himself, who look considerable interest in the sub-Works the subject was again taken up, and some improvements were suggested by Mons. Arago himself, who took considerable interest in the subject of the invention, and amongst others he suggested the substitution of chloroform, which is perfectly incombustible and inexplodable, in lieu of ether, which is well known to be highly inflammable. The continued unsettled state of the country, however, has up to the present time prevented further progress being made by the French Government towards carrying out the invention. One most important feature in this invention is not noticed in any way in the report of the French Commissioners. We allude to the power of the vacuum caused by the process adopted in this invention for condensing the steam. It is well known that, in ordinary condensing engines a trifling additional power is obtained by means of the vacuum caused by the condensation of the steam, but in this engine, in consequence of the extremely simple, and at the same time perfect, method employed for the condensation of the steam, the power so obtained becomes one of considerable importance. The engine we examined at work at the Messrs. Horne's had guages fitted to the several parts, showing first the pressure of the vacuum caused by the condensation of the exhaust steam; third, the pressure of the vapour of the perchloride at its entrance into the second cylinder, and fourth, the power of the vacuum caused by the condensation of the perchloride vacuum caused by the condensation of the perch pressure of the steam in the steam cylinder (the piston making 46 strokes per minute) was only 5 bs. per square inch; whilst the gauge indicating the power of the vacuum caused by the condensation of the steam, and acting in conjunction with the steam upon the steam piston gave a power of 10 bs.,—making together a total motive power acting upon the steam piston of 16 bs. per square inch. The power exerted by the expansion of the chloroform vapour upon the piston in the second or perchloride cylinder (which is generated simply by the process of sudensing the steam without any additional fuel, was 24 bbs., and the vacuum caused by the condensation of the perchloride vapour, and acting in conjunction with the vapour upon the piston in the second cylinder of be. thus giving a total power of 15 bs. effective in the second cylinder of 20 ditto on the vapour cylinder, giving an average force of .22 bs. per square inch, with no greater consumption of fuel, than is required in an ordinary steam engine to generate a force of 6 lbs. only. In this engine an ordinary steam engine to generate a force of 5 lbs. only. In this engine no waste of caloric of, which is the same thing, of the occurs as the steam after converting the perchloride into vapour is returned into the builer at a temperature of about 136 degrees to 140 degrees Pairscher, and the perchloride after condensation is in like manner returned into the vaporiser at a proportionate temperature, accuracy events of percess is

the vaporiser at a proportionate temperature, in the control of all engineers and persons having occasion for the use of steam power, but more particularly to steam-boat companies, as well worthy of attention. We understand a company has been formed in France, and that another is in course of formation in this country, so as to bring the invention before the public, the company having obtained from the inventor, the right to the sole use of the invention in the United Kingdom and the Colonies.

The Ministry of the Marine having caused to be constructed, for the use of the Navy, by M. Charles Beslay, an engine, to which ether, in the first instance, and then chloroform, might be applied as the mative-power, it has lately been tried before a commission, composed of scientific men, and found to be, is a mechanical point of view, perfectly efficient; but, before bringing it into general use, it was necessary to ascartain, that the emanation from the use of the chloroform on board ship will not be injurious to the health of the greave. To this end, an experiment was made on Minday, under the direction of Lieutenant Latond, of the Navy, and in the pressure of M. Quoy, Inspector-General of the Medical Branch of the Marine Service, and, in the result, the operation appeared to be conclusively favourable.—Paris paper. 18, 2000, 201

WMBRAIN PATENT IRON REFINERY.-The

PROPRIETORS OF IRON FORGES and MILLS are respectfully INVITED to MAKE TRIAL Of Mr. BLEWITTS REFINED IRON, or METAL, PREPARED by a NEW PATENT PROCESS;
whereby the IRON is completely FRRED from the IMPURITIES CONTRACTED in the BLAST-FURNACE, and, by Judicious mixtures, rendered applicable to every kind of manufacture. Heretofore, the metal usually sold in the market has been produced from the worst pigs, scraps, and refuse of some particular blast-furnace, or set of furnaces, without any mixture, or any regard to quality, or the purpose for which it might be required. The PATENT METAL is PREPARED ON SYSTEM, and TO ORDER, for any of the following purposes:

of the following purposes:—
For BOILER and TANK-PLATES.

For TIN-PLATES, commonly called COULS-PLATES.
For STRONG CABLE BOLTS, RIVET, and ANGLE IRON.

4. This COMPOUND PUDDLED, best under the hammer into a bloom, reheated, and rolled into a 6 of 8-inch bor, makes TOPS and BOTTOMS for FLANCH and OTHER RAILS, of very superior quality, said attended with less waste than any other kind or loss used for that purposes. It is also well adapted for nati-tode, horse-shoes, and for other ordinary uses of the blacksmith.

The PATENT METAL is marked with a squirrel, and the initials "R. J. B., and is to be had only at the "Cumbrain Iron-Works," near Newport, Monmouth

CAMERON'S COALBROOK STEAM COAL AND

The PATENT METAL is marked with a squirrel, and the initials "R. J. B.," and is to be hall only at the "Combornin fron-Works," near Newbort, Monmouthainre.

C AMERO N'S COAL BROOK STEAM COAL AND SYMANBEA AND LOUGHOR RAILWAY COMPANY.—Registered and Incorporated.—Rottle is bereby given, that an EXTRAORDINARY GENERAL MEETING of the shareholders of this company will be held in the company's offices here, on Wednesday, the 16th day of January, 1649, at One o'clock in the afternoon precisely, for the purpose of considering a satter from W. B. J. F. Cameron, Exq., addressed to the directors of the company, dated 47th December last, of which letter the following is a copy:—"To the Directors of Cameron's Coalbrock Steam Annaes and Loughor Railman." The company of the company (Registered)

"Genflemen,—Four out of five of the committee of shareholders lately dissolved have, slince their dissolution (as Funderstand), in conjunction with certain other shareholders, been illegally endeavouring to prejudice the property of the company by the publication of resolutions purporting to be passed at a meeting of shareholders, and also to make the property appear before the public as of little value, and unlikely to prove remunerative by sadditional outlay. The injuries they have inflicted on their fellow-shareholders are great, and there is no doubt the damages to which set section of the shareholders have sableded themselves are enormous, both as regards the other shareholders (not parties to their proceedings), the leadlord, and myssilf.

"Under these circumstances, as a very large shareholder in the undertaking, and in the teven of your adopting the following suggestion.

"It is not shape as mans necessarily devolve, and for the future i will take all blame, in the event of your adopting the following suggestion.

"It is not shape and the realway, as well as the working of the collivery, subject to the approprial of your consultainty inclined, and in the tendent of your adopting the following suggestion.

"It is the first seven

CLONIAL BANK.—The court of directors hereby give Notices that a SPECIAL GENERAL MEETING of proprietors will be HOLDEN on Tuesday, the 9th January next, at Twelve for One o'clock precisely, at the London Tavern, Bishopsgate-street, for the election of a director, in the room of Wrn. Cripps, Esq., M.F., deceased. After which, will be holden an Ordinary Haft-Yearly General Mocting of proprietors, as provided by the charter, to receive the report of the proceedings of the corporation, and for the election of four directors and one auditor, in the room of the following gentlemen, who go out by rotation—vis.:

CHARLES CAVE, Esq.
CHARLES MARRYAT, Esq.
JAMES CAVAN, Esq.
J. GURNEY HOARE, Esq.

J. GUHNEY HOARE, Esq.

J. GUHNEY HOARE, Esq. Auditor.

The above gentlemen, being eligible, offer themselves for re-election.

In pursuance of the provisions of the charter, the court of directors give notice, that every proprietor intending to become a candidate, or to propose some other proprietor as a candidate for the vacancy in the direction, must, within 10 days from the date hereof, signify by some writing under his or her hand, to be left within the said 10 days at the offices of the corporation, either his own intention to become a candidate, or the name and place of abode of the candidate intended to be proposed by him.

The court of directors further give notice, that, in accordance with the charter, a list of candidates, with the names of proprietors (if any) by whom they are proposed, will be exhibited in the office of the carporation 14 days prior to the date of election. The transfer books of the corporation will be closed on the 33d inst, and reopened on the 33d inst, and reopened on the 33d sinuary next.

By order of the court of directors.

C. A. CALVERT, Secretary.

OCOMOTIVE STEAM-CARRIAGE COMPANY, FOR PASSENGERS AND PARCELS ON TURNPIKE ROADS.
PRELIMINARY MEASURES having been TAKEN for CARRYING OUT the above jeet, all communications are requested to be addressed to Mr. Henry English, Hon. Sec., the office of the Alming Journal, Railway and Commercial Gazette, 29, Fleet-street; or Mr. F. Herbert, solicitor, 8, Heathcote-street, Mecklenburgh-square. OCOMOTIVE STEAM-CARRIAGE COMPANY,

FOR PASSENGERS AND PARCELS ON TURNPIKE ROADS.
At a preliminary Meeting, held at the offices of the Mining Journal, Railway and Comprical Garcie, 26, Fleet-street, it was resolved,—
That a company be formed, with a capital of £200,000, divided into 20,000 shares, or 10 acech.

That a company be formed, with a capital of \$200,000, divided into \$0,000 states, or \$210 cach.

That, in the first instance, the call be limited to its, per share, as required by the Joint-Stock Companies' Registration Act, and that the subscribers be not held responsible beyond the payment of such sum, which, it is assumed, will be amply sufficient for the purpose of obtaining the most conclusive evidence of the practicability of adopting steam carriages on common roads.

That no shareholder be called upon to pay any sum whatever until a general meeting be held, when the views and reports of the projectors will be laid before the meeting, and when they will have the opportunity of whildrawing from the company, or paying the instalment, as before provided.

A provisional committee is appointed, who will convene a meeting of the shareholders of the whole of the shares being subscribed for, when the call of its per share will be required.

on the whole of the snares being subscribed not, which the call of all prepared properties will be incurred beyond those absolutely necessary for determining the practicability of the object, and every information will be afforded on application at the offices of the honorary secretary.

Application for siarses, on the above terms—no sum being required until the whole of the shares are subscribed for, and then only la. per share, with an undertaking that no further liability is incurred without the same of the subscribing party—to be addressed to the honorary secretary, Mr. H. English; or to the solicitor, Sir. F. Herbert.

One-third of the shares being already subscribed for, no applications can be received after Saturday, the 30th inst.

Offices, 26, Fleet-street, Dec. 21, 1848.

F. HERBERT, Solicitor.

KENT AND SUSSEX NDURATED AND IMPERVIOUS STONE COMPANY.
[LIGENARD UNDER HUTCHTSON'S PATENTS.]
Capital—£20,000, in 2000 shares, of £10 each.

Capital—£20,000, in 2000 shares, of £10 each.

[Provisionally Registered, pursuant to the det 7 and 8 Victoria, cap. 110.]

First call £2 10s. per share, on complete registration,—No further call to exceed £2 per share at one time, with three months previous potice.

Application for shares (by letter) to be addressed to Mr. William Hutchison, Tunbridge Wells, or to Meers. Hutchison, Wilford, and Co., East Temple Chambers, Whitefriars-atreet, Floct-street, London, where specimens and particulars may be inspected; also, at the patenties works, Calveriey Quarry, Tunbridge Wells, Kent.

DROFESSIONAL LIFE ASSESSMENT.

PROFESSIONAL LIFE ASSURANCE COMPANY, and holding out advantage to the control of the control of

Connecting the Clerical, Legal, Military, Naval, and Medical professions, and holding out advantages to the public not hitherto offered by any similar institution. Incorporated Association of Science and Holding out advantages to the public not hitherto offered by any similar institution. Incorporated Association of the Control of Science and Control of Science and

STEAM TO INDIA AND CHINA, WA EGYPT.—Regular MONTHLY MAIL (SECOND CONTROL) FOR PASSENGERS and LIGHT GOODS TO CEPTON, MADRAS, CALCUTTA, PENANG, SINGAPORE, and HONG-KONG.

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of the mouth, to Malta, tienese to Alexandria by her Majesty's steamers, and from Sues
by the Honourable East India Company's steamers.

MEDITERRANEAN.—MAITA—On the 20th and 29th of e / month. Constants
of the 29th of the month. Alexandria—On the 20th of the month.

SPAIN AND PORTUGAL.—Vigo, Oporto, Liabon, Cadiz, and Gibraltar, on the 7th,
17th, and 27th of the month.

For plans of the vessels, rates of passage-money, and to secure passages, and ship cargo apply at the company's offices, No. 122, Leadenhall-street, London; and 57, High street Southampton

NOTICE TO SHIPPERS OF GOODS AND PARCELS. OFICE TO SHIPPERS OF GOODS AND PARCELS, per PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMERS, to INDIA and CHINA.—GOODS and PARCELS sent direct to the company's parcel office, on or before 6 r.m., on the 17th ef each month, are forwarded as less cost to shippers than when sent through any intermedidate channel. Cases must not exceed 113 lbs. weight each, for Aden, Ceylon, Madras, Calcutta, and China; and 40 lbs. each case for Bombay. No package for India or China can, under any circumstances, be shipped at Southampton, unless it be cleared through the Custom-house, and placed alongaide the steamer by noos on the 19th of each month.

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EMIGRATION.—IN THE STATE OF GEORGIA, UNITED STATES OF AMERICA.

FOR SALE, 120,000 ACRES of FREEHOLD LANDS, in IRWIN COUNTY; in lots of 490 Acres, at 6e. per acre; and in lots of 29 Acres and upwards, at 8e. per acre. The lands its between 310 and 320 north; distant from the Atlantic Ocean 120 miles, and at an elevation of 400 feet above its level; free from swamps, climate salubrious and healthy, distants from England 18 or 20 days sail. They are bounded by the navigable rivers the Flint and the 'Ocmulgee; by the former, a communication is opened to the Galf of Mexico; by the latter, to the Atlantic. A RAILEOAD, two-thirds finished, passes through the lands, which will connect both these rivers.

The purchasers of the several lots will be entitled to the minerals or products which may be found on the property, thus considerably enhancing the value.—Vessels sail nearly every week from Liverpool to Savanna or Charleston. Passage to either city from £3 to £4 per head; passengers finding their own provisions, &c.—From Charleston and Savanna, the lands are reached by either couch, waggon, or steam-boat.

Every information may be obtained relative to the above, &c., from Rickard Krills, Esq., 1, Royal Exchange Buildings, London.

HIGRATION FACILITATED.—Those persons who expect their friends in AUSTRALIA to assist them in their OUTFIT, might write to their friends there to pay the money into the hands of S. W. SILVER & CO. SAGENTS in AUSTRALIA, or to their connections in the district, who would be named on application to S. W. SILVER & CO., in London. The agent's seknowledgment would be received by S. W. SILVER & CO., ac CASH at the exchange of the day, for the OUTFIT. This proposal will be also communicated through the COLONIAL JOURNALS. EMIGRANTS' fitting-out-warehouse at No. 4, Bishopsgate-street copposite the London Tavern), where colonial information may be obtained, and small purcels received and forwarded to the colonies.

colonies.

N.B.—CADETS to INDIA, and CABIN PASSENGERS generally to all parts of the globe (with experienced Female Managers in the Department for Ladies), fitted out as horectorer at 66 & 67, Cornhill, by S. W. SILVER & CO., OUTFITTERS, CLOTHIERS FOR HOME USE, and CONTRACTORS; and at St. George's-crescent, LIVERPOOL.

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Its colour (as at present produced) is a rich purple-brosen. It is perfectly free from the deleterious qualities of white lead.

It surpasses all other paints ever yet discovered, in point of durability and economy. Two coats of this paint are more than equal to three of any other description.

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uit change.

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Price, by the forp, \$25, delivered in London, exclusive of packages.

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JOHN A. WEST, Secreta_

DATENT MINERAL PAINT.—After three years' trial of the sides and bottoms of iron and timber-built ships, this PAINT has provised equal to copper as a protection from vegetation, as well as the soa-worm and where adhesive matter. It is also peculiarly shapted for spouts and guiters, from railing the weoden roofs, tarpaulings, damp walls, or any other surface that requires to made waterproof at a small cost, and is ready for use, in casks of 2 to 20 gallons.

Brilliant black, 2s, per gallom—Rich brewn, 2a, 9s, per gallon.

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NEUBER'S IMPROVED LIQUID GLUE IS IMPRIVIOUS to DAMP or HEAT, without smell, and equal, if not superior, gine. It is used as a cement for iron, wood, stone, marble, ivenenware, plaater models, for every description of fancy work, and s. It may be used at a moment's notice, and requires no preparate, 10x per gallon; and in bottles at 6d., 1s, and is. 6d.

ss.; paie, 10z, per gailon; and in bottles at 6d., 1s., and 1s. 6d.

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Armish and Japan Mannfacturers, 4. Endell-street, Broad-street bloom, where samples as be obtained, or forwarded free on receipt of 12 postage at 5s.—Retail warehouse, 6, Long-acre, two doors from Drury-lane.

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PATENT IMPROVEMENTS CHRONOMETERS WATCHES AND CLOCKS.—E. J. DENT. Strand, and 33, Gockspur-street, watch and clock maker, BY APPOINTMENT. Strand, and 34, Gockspur-street, watch and clock maker, BY APPOINTMENT, in an aufacture of his chronometers, Prince Albert, begs to acquaint the public, that in an aufacture of his chronometers, watches, and clocks, its secured by three separations, respectively granted in 1836, 1842. Silver lever watches, jewelled in for-oiles, 6g. s. each in 1896 classe, from 1840, 1842. Silver lever watches, jewelled in for-oiles, 6g. s. each in 1896 classes, from 25 to 210 extra. Gold horisontal watches, whole dials, from 8 gs. to 12 gs. each DENT'S PATENT BLEDOSCOPE, or Meridian Instrument, is now ready for delay.—Famphilets containing a description and directions for its use 1s. each, but to cureary gratis.

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Will be published on the feel January, 1849, price 6s.,

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THE MINING ALMANAT FOR 1849: being a Yearly Compendation of Information on Gener Science; with Statistical Details rolating to the Mining interests of Great Britain. Disease, is with Statistical Details rolating to the Mining interests of Great Britain.

Mining interests of Health of Mining and Albert of Commencial Intelligence with imposite the Statistical and Tabular Matter—Parliamentary and Official Returns from the Miss.

Motionary Products Mining, Engineering, Ortical Mining, Engineering, and Mechanics—Abstracts of the Star Sciencial Science. Companies—A comprehensive Treatise on the Cost-Book System and the Stanmarks. Courts.—Rules applicable to the working of Mines and Colliers—Late of Members of Scientific Bodies—and other valuable information connected withe various branches of Science.

Communications to be addressed Mc Engish, 35, Fleet-street, Jondon.—Published at the office of the Mining Journalisticay and Commercial Gazette, 25, Fleet-street.

This Journal, which simply all be ENLARGED, on and after sinday, the rith January, 1849, to SIXTEN FAGEs containing 64 columns, of the same size and form as at present, without yetra clarge. The Dispack is published at Five o'clock the purpose of four newspape. An editior of the Dispack is published at Five o'clock every Saturday morning, for smanission is the first train and morning mails, so that persons reading in towns 25 sules from Laidon may receive it the same ovening. An express edition of the Dispack is published at Five o'clock overing and expressed of the same state of the outlinest, up to Eight o'Clock on Saturday of the newworders, and otherwise and the same of the outlinest, up to Eight o'Clock on Saturday of the newworders, in the same of the newworders, in the same of the

THE PATE OF FIG. AND DESIGNS REGISTRY, No. 210, STRAND, LONDON.

INVENTORS will prive (grafts), a application, the OFFICIAL CIRCULAR OF INVENTORS will prive (grafts), a application, the OFFICIAL CIRCULAR OF INFORMATION, despite the eligible course for PROTECTION of INVENTIONS and DESIGNS, with ledged deside of Fee.

Mesors F. W. Capin and Co. offr. their services, and the benefit of many years experience, in SECURIC PATENTS and REGISTRATIONS OF DESIGNS, with due regard to validity commen, and disject—sessible by scientific men of repute.

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PETRIE'S PATENT VRIABLE EXPANSION : APPATUS STEAM NGINES.

STEAM, GINES.

THE ADVANTAGE of using SyAM EXPANSIVELY has a "long been known, and from time to the attempts have been made (with varied but limited success) to carry out this second mode, of we king sugine for mannfecturing purposes. To insure the maximum of banslon, with its consequent connouny of steam, is one cylinder, thereby to avoid the implexity of construction, lots of power from back pressure, and wiredrawing of est, which are suspended from the use of the double cylinder engine, has for some ye engaged the attention, lots of power from back pressure, and wredrawing of est, which are suspended from the use of the double cylinder engine, has for some ye engaged the attention, lots of power from back pressure, and we confidently state, the use of 3. PETRIE'S PATENT VARIABLE EXPANSION APPARATUS, the supportant objects are schieved, together with constant regularity of speed and greater by in working, its manner at once so scientific in principle and beneficial in result to warrant them in seating, that steam—agines with these improvements are the 17 perfect, economical, and self-regulating that have ever been produced.

The varying action of the "cutting idless" (which are close to the cylinder massic) is so delicate, with a precision never before et ed, and which cannot be surpassed.

An index, or dial, is also afflixed, wh constantly denotes the point of the stroke at which the steam is cut off.

Seventeen new and five old enging are alroady at work on this principle; and from numerous experiments made with lines driving the same lead, the boilers and all other circumstances being the same had, the boilers and all other circumstances being the same in the second of the engine affecting the first that the savine mit use, of the expansion spparatins amounts to from 25 to 40 per cent.

These results have been obtain with steam at from 10 lbs. to 20 bs. pressure in the boiler, but the apparatus is applied to the use of steam at any higher pressure, and formally given i—

TESTIMONIALS.

Having experiments d

ROCHDALE, who have great asure in directing attention to the following testinonials, which have been most erfully given:

TESTIMONIALS.

Messrs. John Petrie and — Gentlene, at Messrs. Hugh Shaw and Co. Sectory, on the 2d and 3d, and again on gioth and 29th of April, for the purpose of testing the economy of using your pasts plansion gear, their leave to report to you the result, at follows:—With the engine, king in the ordinary way—that is, without the expansion gear in operation—the amption of moderate good coal was as the rate of seems possed per heur. With the same load on the engine—vis., from 67 to 93 indicated horse-or, and the same kind of coal, but with the patent expansion gear in operation, the jumption was at the rate of only four end one-half posseds per indicated horse-power hour, thus making a saving of about 35 per cent.

I am, Genes molecularly. Robert Armsent.

Messrs. Hugh Shamd Co., Lloyd-street Mill, Manchester, April 30, 1846.—Coals consumed, incline coals for raking, 43 cwts. in 12 hours.—43 cwts.

We have pleas in attesting the correctness of the experiments at the confidence working in Messrs. Petria and Co.

We have please in attesting the correctness of the experiments given of our 40-houngine working a swell satisfied as at the time the experiments were made. It wo years, we as well satisfied as at the time the experiments were made. Butler-street life, Manchester, Nov. 21, 1848.

To Messrs trie and Co.—We have repeatedly tested the result of the application of your expans apparatus to our 60-house engines, and find the saving in the consumption of coal be not less than 25 per cent. We remark that, when the expansion apparatus is ng gear, our D valves cut off the steam sooner than is the case in most engines, and but of its we have no doubt the saving, great as it is, would have appeared still greater.

Tours respectfully, JOHN BRIGHT & BROTHERS.

Rochel, Nov. 22, 1848.

Rochel Nov. 22, 1848.

John Irie and Co.—We have frequently tried our engine working expansively on your pt plan, and find the consumption of coal to average 3.71 lbs. per indicated horse-power hour, during working hours. One of the best of our other engines, with the same did to boliers and coal, averages 5.26 lbs. per hour. We are well satisfied with same did to boliers and coal, averages 5.26 lbs. per hour. We are well satisfied with you find the property of the same did not only as regards saving of fael, but also with the regularity of running, as the property of the property of

easrs. J. Petrie and Co.—Gentlemen,—I hand you the result of the trial of the conspiction of coal of your expansion steam-edgines, at Mesers. Thomas Mason and Sons, inton-under-Lyne, which must prove very satisfactory to all parties concerned, as I show the trial to have been fairly made. I am, Gentlemen, yours respectfully, 85, Great Ducie-street, Strangeways, Manchester. GEORGE HOLCROFT.

First day's trial, Sept. 29, 1847—average power, 150 Ind. H. P. Consumption of coal for 11 working hours, including raking and getting up the steam, 3 tons 7 cwts. 2 qrs. = 458 per H. P. per hour with expansion apparatus.

Second day's trial—average power, 150 H. Pr. Consumption of coal for 11 hours working, including raking and getting uplithe steam, 4 tons 13 cwts. 1g. 2 lbs. = 6 33 of

coal per H. P. per hour without expansion apparatus. The saving being 27-68 per cent. We have much pleasure in certifying to the accuracy of the foregoing statement make by Mr. Helleroft. The experiments were most carefully tried, and the result most estigatory. Our average consumption of coal for the past 12 months has not been most than it was on the day when we tried the experiment.

Oxford Mills, Ashton-under-Lyne, Nov. 24, 1848.

Mesers. John Petrie and Go.—Gentlemen,—In reply to yours of the flat, we have much pleasure in saying, that we have every reason to be well satisfied with the working and economy of our 30-horse steam-engine since we applied your expansion gearing. We are not prepared to give any opinion as to the exact amount of saving in thei, norean we make any experiment to prove it, owing to the varying nature of the work, but have no doubt that it is very considerable. We are, Gentlemen, your very respectfully, Broad Oak, October 30, 1848.

HARGKEAVES, BROTHERS, & CO. Since the date of this letter, an order has been received from the same house for the application of the improvements to two larger engines.

I have had one of Messrs. J. Petrie and Co.'s Patent Expansion Engines at work nearly two years, at my corn grinding and seed crashing mills. My late manager, who was very particular and correct in his calculations, on comparing our engines with four other engines for the same kind and quantity of work, ascertained our consumption of fuel to be from 30 to 44 per cent. less than the others, and 38 per cent. less than the average consumption of the four engines. I have pleasure in sending you this statement, and am, Louth, Nov. 25, 1848. Gentlemen, your obedient servant, ROBRET NORFOLK.

To Mesers. John Petrie and Co., Rochdale.

OTHER TESTIMONIALS COULD BE ADDED.

RAILWAY AND OTHER TMPORTANT RECORDS,

EFFECTUALLY PROTECTED FROM DAMP AND VERMIN.

Extract from the Appendix to the Second Report of the Commissioners on the Fine Arts.

"In 1839, I superintended the construction of a house, of three stories, on the Lac d'Enghein. The foundation of the building is constantly in water, about 19½ inches below the level of the ground floor. The entire horizontal surface of the external and internal walls was covered at the level of the internal ground floor with a layer of SEYSSE LASPHALTE,

less than half an inch thick, over which course sand was spread. Since the above date, no trace of damp has shown itself round the walls of the lower story, which are, for the most part, painted in oil, of a grey stone colour. It is well known that the least moisture produces round spots, darker or lighter, on walls so painted. Yet the pavement of the sloor, resting on the soil itself, is only about 2½ inches above the external surface of the sloor, resting on the soil itself, is only about 2½ inches above the external surface of the sloor, passing been broken and removed, for the purpose of inserting the sills of two doors, spots, indicating the presence of damp, have been since remarked at the base of the door-posts.

The DIRECTORS of the SEYSSEL ASPHALTE COMPANY have much pleasure in ecommending to the notice of ENGINEERS and ARCHITECTS the application of the recommending to the notice of ENGINEERS and ARCHITECTS the application of the ASPHALTE of SEYSSEL, as the only effectual mode of preventing damp in basement floors, and water from percolating through the ARCHES of a VIADUCT.

The arrangements of this company enable works of any extent to be executed with the greatest promptitude.

1. FARRELL, Secretary.

SEYSSEL ASPHALTE DEPOT, STANGATE, LONDON.

ESTABLISHED 1838.

This method has been adopted at the New Houses of Parliament.

This PROCESS hardens and improves the texture of wood. It enters into permanent chemical combination with the ligneous fibre, and does not come to the surface of the wood by efforescence, like other crystallisable sales; and no amount of washing or belling in water will remove the chemical compound so formed.

ing in water will remove the chemical compound so formed.

It PRESERVES WOOD and OTHER ARTICLES from the adherence of ARIMAL and VEGETABLE PARASITES, and also from the attacks of INSECTS.

It completely PRESERVES WOOD from WET and DEY ROT.

It renders the WOOD PERFECTLY UNINFLAMMABLE, when used of a certain pulsate strength.—See Letter, dated

"Admiratly, August 14, 1845.

"Su.,—In reply to your letter of the 9th inst., with its inclosure from Sir William Burnett, I am commanded by my Lords Commissioners of the Admiratly to transmit to jour for the information of Lord Stanley, a copy of a report from the officers at Portsmouth Yard, upon the effects of his solution, applied to the purpose of preventing agnition in timber, or, rather, to prevent the treaking into flames. In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames. In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames. In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames. In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames. In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames.

In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames. In consequence of waterpoort, my timber, or, rather, to prevent the treaking into flames.

no her Majesty's dockyards.

"I send, for Lord Stanley's further information, a copy of statement of the price per load of preparing timber for building purposes.

"G. W. Hope, Esq., &c., &c." (Signed)

"W. A. B. HAMILTON. Secretary.

The preparation preserves these articles from mildew and rot. It renders the plable; does not in the alignest degree discolour them; and washing or boiling will not remove the combination from their dipes.

Further information may be obtained, specimens seen, and special terms enicred into the quantity of materials to be Burnettized is large, on application to AT THE OFFICES, 53, KING WILLIAM-STREET, LONDON-BRIDGE.

ondon: Printed by Richard Munderton, and published by Henry Escasse (the proprietors), at their offices, Ro. 26, Flarr-practs, where all communications are surgested to be addressed.

[December 30, 1848.]